

# *Floating Powers*

July/August 2018

**A**rdbeg  
ISLAY MALT WHISKY





## Honorary Life Members of the Traction Owners Club

Dave Shepherd  
Peter Riggs  
John Gillard  
Tony Hodgekiss  
Chris Treagust

Published bi-monthly since 1976  
**Floating Power** is the official magazine  
of the Traction Owners Club Limited.

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Pontypool, Gwent, NP4 5EZ  
VAT Registration No. 993 2444 92

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## Missing Magazine?

Please contact John Oates  
01629 582154  
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## Be a part of Floating Power...

The closing date for input for the  
May/June Floating Power is

**August 12th 2018**

To submit your articles, photos and  
letters to the editor, email  
Bryan Pullan on:  
editor@traction-owners.co.uk

### Cover Image

*Peter Fereday's car indulging in some  
distillery visitations on Islay.*

# Editor's Epistle

It has been a several week run of rare fine weather up here in Lancashire as I write this. Picture book vistas with blue sky, hot sun and almost zero rainfall over most of the county, albeit some of the rest of the region did cop the odd nasty shower. Hopefully this fine weather will continue for the national in Llangollen.

Consequently there have been quite a few classics around on the road, not to mention in various shows around the area.

My own car suffered something of a loss. Having given it its pre National Rally checkup well in advance of the event, I was stashing it away in my daughter's garage, prior to going off for a few days holiday.... and managed whilst manoeuvring to scrape the offside front wing on a projecting brick pier!!! I took it to the local classics bodyshop. The man admired the car and then inspected the scrape, looking for all the world as if the wing had been stroked by a grizzly bear.

"You didn't do that yourself?" he asked, incredulous. Well yes, dear reader, it was all my own b\*\*\*\*y work!

Several days later and some folding money lighter, the car has been returned and looks great once more. I daren't drive it now!!!

So what do we have in this edition.

Well, alas, we don't yet have the report on Llangollen, because once more we are out of synch, and it won't have happened until just after the deadline for this magazine. Magny Cours seems to have gone well, however, and we have a report and a selection of images in the following pages of Floating Power to commemorate it. Thanks very much to Paula Thomas, who was part of the Allison party, for taking the trouble to write the event up. Her article, very much taken from the point of view of a non car enthusiast and long suffering partner to a Citroën petrolhead, was very enjoyable.

We also finally get Mike McDonald's car back into one piece, and hopefully fit for Llangollen, and as a result of a near accident caused by the loss of a front wheel by a car returning from Magny Cours, we have yet another piece on how to refit front hubs using a torque wrench....yes a **torque wrench**. not a **two metre piece of scaffolding pole on a breaker bar**, but a real live calibrated wrench. Whilst accepting that this may not be the only cause of your front wheel overtaking you as you go down a particularly steep hill, we are printing this as something of a health warning that will certainly statistically reduce the likelihood of wheel (and brake) loss by this cause, to as close to zero as is reasonably possible.

May 20th appears to have come and gone without much incident, although there is still some discussion on the originality issue. More disturbing however was a piece on BBC's The One Show, which did a feature on the subject, condemning all old cars without MOT's as potential death traps, and hazards to the public, accompanied by many theatrical expressions of incredulity and without including any response regarding the logic behind it from the other side of the table at all. It always worries me when I see a feature in the media about a topic on which I am fairly knowledgeable, in terms of how one sided, superficial and sometimes downright misleading the content can be. How much 'mainstream' news is similarly reported in such a superficial and unbalanced way?

Finally Sections, where are your photographs? With a couple of notable exceptions, few of you seem to have either a camera or smartphone with you when venturing out. Come on folks, it not only makes it just that bit more interesting for the rest of us but it also gives you a chance of an entry on the club calendar as well as a memento of a good day out.



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## Committee

The members of the committee of the **Traction Owners Club** are all volunteers. Please be considerate when contacting them and in the demands you make on their time. They are happy to help you but may not always be able to do so immediately.

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# President's Ponderings

Now that it looks as if summer may have arrived for more than an odd day I am overjoyed to say that the 15/6 really is back on the road, apparently running well and actually collected an MOT certificate yesterday.

From the above you may gather I spoke too soon in the last issue and, at the last moment, I was not prepared to risk taking it to the TU's recent 50th Birthday celebration in Magny Cours. The problem was failure of the three very small (but new) silentblocs securing the starter ring. (There is a related article about silentblocs in this issue, please read it and, if you have relevant information, please let me know). Meanwhile the car was running very well but my fear was that if all three fixings completely disintegrated, at best I would be unable to start the car and, at worst, I might do a great deal of damage. I immediately ordered a new set but my order was delayed because of the two-day Mayday closure on the continent ... and then delivery to me was held up by the UK bank holiday the following week.

My co-pilot and I were therefore forced to attend in the Picasso but, nevertheless, the TOC's turnout of Traction was excellent and the highlight for me was the first sighting of Phil Allison's magnificently restored Big 6. The event was well organised, the venue had adequate parking and covered areas and the activities and entertainment were very good. Above all, the catering was outstanding and, on two occasions, about 700 people sat down to be served a superb meal. It was therefore most unfortunate that the weather became wet and very cold for Saturday's gala dinner which was organised on-site. Apart from that, the weekend was memorable for all the right reasons and our thanks go to TU President, Jean-Louis Poussard, for inviting the TOC to share their weekend and to his team of helpers for making it so enjoyable. There is a full report on the event in this issue.

The next two events on the near horizon are the TOC National Rally in Wales and CTAB's (Brittany) Rally which will be centred on the Puy de Fou theme park in the heart of the Vendée region. Several years ago at the National Rally we moved away from a formally scrutineered "Concours d'Elegance" and adopted a "People's Choice" system of trophy allocation. That still allowed a small number of cars to win multiple prizes so, with over 50 cars registered to attend this year, we have reviewed the categories with the aim of achieving a wider spread and giving more members a chance of their vehicle being a winner.

Beyond the immediate horizon, plans for the official celebration of Citroen's 2019 centenary continue to develop. The bilingual website, [www.citroencc.com](http://www.citroencc.com), is regularly updated and contains a link for registration. Please be aware, one notable



drawback is that the town of La Ferté-Vidame is not a big place and accommodation in the area is generally very limited. It is my understanding that there is still camping space available at the site but all hotel rooms within a 25km radius were already understood to be fully booked before the end of May. This should not put people off attending but anybody thinking of going should not leave arranging their accommodation a minute longer than necessary.

Back at home, on several occasions in April, the Cloverleaf decided to test my driving skills (and patience) by allowing me to engage two gears simultaneously whilst I was attempting to change up between first and second. After a couple of dodgy moments on Drive it Day we fortunately diagnosed the cause of the problem – the seating washer for the spring retaining the base of the gearstick in the gearbox cover had started to worm its way up the spring allowing the whole gearstick to rise and disengage from the selector rods. The washer was relocated with the spring reversed (for better contact) resulting in a rapid and effective long-term road-side fix before the gearbox suffered irreversible damage.

## New Members

Welcome to our new members who have recently joined the TOC.

2636 Mr D Bloxam	Darley Dale	Derbyshire
2637 Mr A Dunne	Sevenoaks	Kent
2638 Mr R Tobler	Wadenswil	SWITZERLAND
2639 Mr J R Fitton	Orival	France
2640 Mr W Farragher	Wirral	Mersyside
2641 Mr T Soudain	Norwich	Norfolk
2642 Mr G Stirling	Dover	Kent
2643 Mr R Smith	Victoria	AUSTRALIA
2644 Mr J Caraway	Salem	USA
2645 Mr B Murphy	Southend on sea	Essex
2646 Mr C Clarke	Bishop's Castle	Salop
2647 Mr R J Evans	Stratford-upon-Avon	Warwickshire
2648 Mr M Hose	Victoria	AUSTRALIA
2649 Mr M Bridge	Robertsbridge	E. Sussex
2650 Mr KO Barcham	Winscombe	Somerset



**Summer's (really) here now and, as I write, the National Rally in Wales is only 2 weeks away. By the time you read this it will have happened and I'm sure will have been a great success. The weather will have been either great or terrible but it won't have mattered. (Note to self, pack Rain-X).**

I gave my Normale a bit of a check over which turned out to be a bad idea – obviously I have found things that need attention. Nothing trivial of course – well there are some trivial things that I would have fixed but they may not get done now. The problem is that on one of my CV joints has a split gaiter. I'm not happy about that as it is not very old. But it is very split. There are 2 ways of getting to it – the traditional way would be to take the whole drive shaft out, alternatively I can "just" remove the gearbox and tackle it from the inboard side. That's what I'm going to do. At some point I will find out why it has failed so soon but that can wait. Elsewhere you will read that Bernie has also suffered from premature failure of rubber goods and is similarly concerned.



I hope you have been enjoying the barrage of emails from all and sundry asking for consent to send you junk mail now that GDPR has kicked in. I have particularly enjoyed not replying to most of them but I hope you have responded to our request for consent when you renewed your membership. If you didn't you won't be reading this.

One of our first actions when the GDPR issue first came up last year was to ask the FBHVC if they had any guidance



that suited a car club like ours. They didn't, other than to review the information that was published by the Information Commissioner's Office (ICO) which of course we had done. The ICO's guidance is very broad-brush catering for large multinationals and government departments as well as small businesses. So, we (by which I mean **Cleve Belcher** and **John Oates**) got stuck in and developed a TOC document to put us in good shape well before the Data Protection Act 2018 came into force on May 25th.

In June the FBHVC sent us its own guidance document. You can make your own mind up about the value of the timing but having reviewed it I am pleased to say it is pretty consistent with document that Cleve and John developed.

The other issue that is topical, since the DFT's changes on May 20th, is how much you can modify your car before it becomes ineligible for historic interest status, and hence exemption for road tax and MOTs.

If you need advice regarding your own car, please contact **Steve Reed** who is our Vehicle Authenticator and he will tell you if that V8 engine in yours constitutes a "substantial change".

If you can prove it is one of the mythical 1934 originals you will probably get a positive response – but if it looks like this one it is probably not worth asking. For your information it has a 350 cu in Chevy V8 – and is in New Zealand so is unlikely to join us in Wales.

The photos were shamelessly stolen from *Jon's New Zealand Spotting Thread* on [www.autoshite.com](http://www.autoshite.com) which is an on-line forum for enthusiasts of vehicles that are, shall we say, not normally regarded as desirable. At least one of our members is a contributor and it is one of the more amusing forums out there. Since it is for less desirable motors you don't see many Tractions although one of our committee member's cars was there. I won't say whose but it was spotted in Basingstoke.

Our own forum has been further improved – my thanks to **John Oates** for making continuing to develop its usability.

Now I'm off the garage to whip out my gearbox.











*Chris.*

## SUBS

Quite a few members have not yet paid their dues (a staggering 226 at the last count, just prior to going to press). Please ensure that you are up to date with your subscription so that your membership does not lapse.

# Traction Owners Clubs: Section Details

Please note, the chart below contains all of the contact details of the various Sections. Section Reports received are in the following pages. For contact details of your section, see the chart below.

Section	Contact	Details of Regular Meetings (where available)
<b>Eastern</b> 	<b>Jasmin Gagen</b> Tel: 01284 827 039 Email: eastern@traction-owners.co.uk	Our regular meetings are every three weeks alternating between pubs below. The Angel Inn Larling, Norwich, NR16 2QU The Compasses Inn Littley Green, Chelmsford, CM3 1BU
<b>Ireland</b> 	<b>Richard Sheil</b> Tel: 00 33 87 656 9928 Email: Ireland@traction-owners.co.uk	See section report for coming meetings/events.
<b>Kent/ East Sussex</b>	<b>Adrian Phillips</b> Tel: 01892 520857 Email: kent-east-sussex@traction-owners.co.uk	See section report for coming meetings/events.
<b>Lakes and Borders</b>	<b>Bob Cuppage</b> Tel: 01539 433 391	See section report for coming meetings/events.
<b>London</b> 	<b>Peter &amp; Sue Simper</b> Tel: 01784559867 Email: london@traction-owners.co.uk	First Thursday every month from 7.30 pm at the Hare and Hounds in Osterley, Windmill Lane, Isleworth, TW75PR
<b>Midshires</b>	<b>Stephen Prigmore / Tina O'Connor</b> Tel. 0775 937 2242 Email: midshires@traction-owners.co.uk	See section report for coming meetings/events.
<b>North East</b> 	<b>Graham Handley</b> Tel: 01661 843 493 Email: north-east@traction-owners.co.uk	See section report for coming meetings/events.
<b>Northern</b> 	<b>Bryan Pullan</b> Tel: 07513 362202 Email: northern@traction-owners.co.uk	Summer meetings at monthly Breakfast Meets at the Corner House pub, Wrightington, Lancs, first Sunday of every month, April to October, 9-30 am onwards. Members also meet on Thursday evenings throughout the year at various Lancashire pubs in collaboration with the Thursday Knights VCC. See TKVCC website for details: <a href="http://www.spanglefish.com/thursdaynightvintagecarclub/">http://www.spanglefish.com/thursdaynightvintagecarclub/</a>
<b>Peak</b> 	<b>Bev &amp; John Oates</b> Tel: 01629 582154 Email: peak@traction-owners.co.uk	The Peak Section meets for lunch on the first Sunday of the even month in Inns around Derbyshire. See Sections web page for details of locations.
<b>Northern Scotland</b>	<b>Ian Smith and Andy Burnett</b> Tel: Ian Smith: 01224 715221 / Andy Burnett: 013398 86290 Email: north-scotland@traction-owners.co.uk	See section report for coming meetings/events.
<b>Southern Scotland</b> 	<b>Peter Fereday</b> Tel: 01505 842263 Email: south-scotland@traction-owners.co.uk	See section report for coming meetings/events.
<b>South Midlands</b>		<i>Please contact Bernie Shaw, President, if you are interested in filling this vital role</i>
<b>South West</b> 	<b>Howard Speirs</b> Phone: – Home: 01872 862386 – Mob: 0797 418 7267	See section report for coming meetings/events.
<b>Surrey/Hants/ Sussex</b> 	<b>Sue &amp; Philippe Allison</b> 01256 761444 Email: surrey-hants-sussex@traction-owners.co.uk	Meetings at the Fairmile, Cobham. For dates, see contact details opposite or look out for information in Section reports.
<b>Wales</b>	<b>Julian Pratt</b> Tel: 01974 272888 Mobile: 07824313541 E Mail: julianpratt@gmail.com	See section report for coming meetings/events.
<b>West of England</b> 	<b>Terence McAuley</b> Tel: 01225 466939 Email: west-england@traction-owners.co.uk	See section report for coming meetings/events.
<b>Rest of World</b>		<i>Please contact Bernie Shaw, President, if you are interested in filling this vital role</i>

Note: all of the above are volunteers and will also have other commitments. Please bear this in mind when trying to contact them. Up to date details of forthcoming local events will be posted either in the Sections page of the TOC website, or within Section Reports in Floating Power. A summary of the current Section reports is also posted periodically on the club's Facebook site.



## NORTHERN SCOTLAND

Is everyone asleep up here????!!!. No contact, no cries for help, so all is well in the world, we will have to presume!! Rally season is upon us, of course, attended 2 so far, only traction there as normal, although at one, there was a tidy Dyane being shown, albeit its new owner seemed not to have a clue on the working of the little beauty!

Our good friend just over the border near Carlisle, Noel Davidson, had a bit of bother with a front wheel bearing, so was in discussion on that and now all is well, as he had to get a repair done quickly as he had a wedding to do with his Big 15.. Noel has moved to a new house, different telephone number too, so delete his old contact details from your records.

Busy loading up the Light 15 with bits and pieces to take with us to attend the (CCC) Irish Rally, which we had booked before realising it was the same weekend as our National in Wales, but such is life!!

Smithy is still in regular contact, and dare I say it, appears happier with his new course of medicines, and much more like his old self, but not driving a lot yet. We all wish him well and he appreciates the telephone calls he has had from various friends within both CCC and TOC clubs. Hope his progress to good health continues.

Andy Burnett

**Ian Smith and Andy Burnett**

**For details of future planned activities contact:**

**Ian Smith Tel: 01224 715221**

**Email: north-scotland@traction-owners.co.uk**

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## SOUTHERN SCOTLAND



For Drive it Day this year on April 22nd the TOC/Citroen Car Club Scottish Section/2cv Ecosse joined up with Stirling and District Car Club for a drive from Stirling to the world heritage site of New Lanark. The day marked a first for me – after 10 years in Scotland I was joined by another traction for a local event. Ok 42 others made it to the National Rally in Aberfoyle last year but that's not the same. This time new member Richard Larter came in his 1949 Light 15.

Following behind this car on the drive it became apparent that it certainly had the legs of my heavier 11B. Probably something to do with its twin SU's and straight through exhaust as well. This was my first visit to New Lanark and I came away very impressed – it is a perfectly preserved example of our industrial past and superbly presented in an amazing setting. If you are ever heading up to Glasgow take a detour off the M74 and see for yourself.



Richard and his rorty beast were also at the Bridge of Allan Show, Stirlingshire with me on May 13th along with a clutch of other classic Citroens including GS, GSA, Visas and a 2cv. With a Slough Light 15 and a Paris 11B alongside each other, show visitors were generally very interested and many enjoyed playing an impromptu spot the difference game.

Regular monthly meets of the 3 local Citroen groups continue through the rest of the year on the last Thursday of every month at The Stables, Kirkintilloch at 8pm for a general blether on any motoring topic or anything else for that matter.

Peter Fereday

**For details of planned activities contact: Peter Fereday.**

**south-scotland@traction-owners.co.uk**

**Tel: 0131 4494449**

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## WEST OF ENGLAND

By the time you read this, the Bath Festival of Motoring on the 16/17 June will have been and gone. It will have been a gloriously sunny weekend and a good time will have been had by all.

Also gone will be the Annual Rally – another sizzling weekend of clear blue skies – even in Wales! It was good to see most of the usual suspects there.

The next event to come is the Cotswold Steam Fair on 3/4/5 August (or to give it its proper title: the “42nd Annual Gloucestershire Vintage and Country Extravaganza”).

The deadline for exhibitor registration has passed, but you can still rock up to see the show as a visitor. We will be rather thinner on the ground than previous years, but there is still plenty to see.



# Section News

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There is also the Penallt Classic Car show on 19th Aug. In the deepest, darkest Forest of Dean, near Monmouth. Details on [www.penalltccbs.co.uk](http://www.penalltccbs.co.uk), or ring TOC member John Tudgay on 01600 77554. He would be very pleased to see a Traction or two. Thornfalcon is also on Aug 19th. At The Parklands, Henlade, Nr. Taunton, Somerset. TA3 5NB. There is food and a bar. No charges or booking, just turn up on the day.

There are various other local events to go to, as detailed in the last FP:

21st-22nd July: Somerset Steam and country Show at Langport. There is a website: ([somersttractionengineclub.com](http://somersttractionengineclub.com)) for more details.

4th-5th Aug: West Somerset Railway Association Vintage Rally at Bishops Lydeard. Again a website: [www.steamrally.org.uk](http://www.steamrally.org.uk)

I am advised that there will be at least one other Traction at each of these events, so no need to be shy. Finally, I would remind you of a useful listing of this type of event to browse at your leisure: [http://www.classiccarevents.uk/listings/west\\_country.php](http://www.classiccarevents.uk/listings/west_country.php) Keep you busy for months!

Cheers

Terence

**For details of future planned activities contact:**

**Terence McAuley**

**Tel: 01225 466939**

**Email: [west-england@traction-owners.co.uk](mailto:west-england@traction-owners.co.uk)**

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## NORTHERN SECTION

At the time of writing various Northern Section members are preparing for the drive to Snowdonia. It will be around 70 miles for most of us, so nothing compared to the mileage that some of the members from further afield will be clocking up.



It is actually amazing how cars that have run like clockwork for the last few months, suddenly develop odd faults when presented with the prospect of a major drive. My own developed a leak from the banjo on the rear of the brake master cylinder, and as noted

elsewhere, I have managed to scrape the wing on a garage doorpost. Another member has had a sudden misfire develop which defies all cures thus far, and a further member has managed to lock up his front brakes due to some over enthusiastic pumping of the pedal when changing some rather dodgy brake fluid.

Drive it Day was successful albeit on a smaller scale than last year. The Morris Club who we have tagged along with on the last couple of years decided not to do a run as such and so we and a couple of other friends headed off for the Stork at Conder Green, near Lancaster. Alas Bill Dyke's car was not very well, and so he bought his Morris 10 along, and we also had a 1926 Rolls and a 1935 Humber who joined in...so not exactly a Traction event, but enjoyable and very sociable nevertheless.

There have been a couple of events locally thus far. The Mawdesley Cricket Club car show was a real humdinger, probably around 150 cars on a red hot sunny day in a delightful location, and was the recipe for a very memorable day. There were five Tractions present, which probably made them the largest single group of single model cars in the show, (after MGB's) and the usual suspects were joined by Vic Lupton, who came over from East Lancs in his lovely silver Normale. Again, however, apart from one lonely 2CV, not a single other Citroën of any age or model was present. Where are all the DS's?

The Corner House and the Mill events continue very strongly on the first and second Sunday of each month respectively, and we usually manage Tractions at each one. Astley Hall was another very sunny event, again with a large display of cars of all ages and types. However the Heskin Steam Fair, another June regular was almost denuded of Citroens, since at least two of those of us who normally attend had other commitments that day.



Next on my list are Stonyhurst and Hoghton Tower in August and September respectively.

**Bryan Pullan**

**Email: [northern@traction-owners.co.uk](mailto:northern@traction-owners.co.uk)**

**Tel: (mobile) 07513 362202**

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## SURREY, HAMPSHIRE & SUSSEX BORDERS

Our May meeting began with a hearty breakfast (for some!) at Hartletts Cafe in Hook. From there we drove the short distance into Basingstoke to Milestones Museum. The Museum was a fascinating picture of past times and provided us with plenty to look at for the next 3 hours. It is slightly worrying when items in a museum bring back so many memories of childhood or remind you that some things are still in use in your own home!! Are we really that old? From an iron foundry, games, household items, cameras etc to a sweet shop with real 1940's sweets and a bar with real drinks, it was all very interesting. A short drive took us to Rotherwick and The Coach and Horses where we all enjoyed a delicious lunch followed by coffee/tea at Philippe and Sue's home with running repairs to Marcel's Traction. A very enjoyable day.

For those of you not going to the Brittany Rally please note that there will be a meeting at the Fairmile on Sunday 15th July which Steve Reed has kindly offered to Chair in our absence. We will shortly be sending out information regarding the meeting on Sunday July 29th at John and Nicki Braithwaite's. This will involve meeting for coffee at their home, a short drive and lunch at a suitable venue.

Philippe Allison

**For more information please contact Philippe Allison on 01256 761444 or email, [surrey-hants-sussex@traction-owners.co.uk](mailto:surrey-hants-sussex@traction-owners.co.uk)**

## PEAK

We had a very successful Drive it Day in April. The sun was shining as we met at the Royal Oak in Hurdlow for coffee. We then set off for a 50 mile drive visiting Earl Sterndale, along Morridge with superb views over Staffordshire and as far as Manchester, on to Butterton, Milldale, Hartington and back to the Royal Oak for lunch. In total we had 18 people, 7 Tractions and one Skoda. Unfortunately, Dave Gardner set off the day before. As he passed a man strimming, a stone threw up and broke his passenger window. Luckily Kathy, his passenger, was unhurt but due to a car full of glass they returned home and swapped the Traction for a Skoda – I make no further comment!! One DS4 with Pete & Sheila in it joined us for lunch. Sorry we have no photographs as there was no opportunity to gather the Tractions together.

Our next meeting is on Sunday August 5th at The Olde Gate Inn in Brassington for lunch at midday.

Bev Oates

**For details of future planned activities contact: Bev & John Oates  
Tel: 01629 582154 Email: [peak@traction-owners.co.uk](mailto:peak@traction-owners.co.uk)**

## LONDON

Just when we thought winter was over the 'Beast from the East' swept across France and we suffered a double disaster; first a frozen pipe in our cottage brought down the bathroom ceiling and flooded the house and a family of mice took shelter above the headlining of the Traction we keep there. Two years ago it was a whole colony; then we removed a bucket of nest material and, with 4 washes and deft needlework by Sue, the lining was saved; this time it's ruined.

I know it's a Familiale but enough! Does anyone know how to deal with French mice?



Drive it Day with our Surrey, Hampshire and Sussex friends started with breakfast at Denbies vineyard before 12 Tractions and two 2CVs took a leisurely country drive to lunch at the Hookwood Black Horse.



As expected, lunch became the main event, Tractionistes certainly like puddings, nevertheless Martin & Annette and Bertel set off for the Gatwick Aircraft museum. Martin reports that there is an excellent collection of early jet fighters; Bertel unfortunately got lost! Sue & I visited Nymans, the National Trust house and gardens; when we saw their roof we realised that the 'Beast's' visit could have been much worse.

Three London cars journeyed to Magny-Cours, 3 different ferries, 3 different routes and 3 excellent dinners; a great rally and I hear 1 of our cars reached 95km/h on the circuit while 'that' Big15 limped round on 3 cylinders with a fouled plug.

After the rally a detachment joined Bob & Trisha Street and their local Traction group for a scenic return rally to Midi-Pyrenees and 2 restful days with Bob & Trisha in their lovely French home.



Their route passed through the historic hill town of Conques and the Cantal mountains where it snowed! The cobbled streets of Conques are closed to cars but they were opened just for the Tractions.

# Section News

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With all cars running well they fanned out across France; Martin & Annette to Carcassonne, Laurence & Teresa to Paris and Mike & Verna to stay with Peter & Amanda Cranwell in Normandy and a 3rd rally with Martin & Vicki Nicholson.

They each drove more than 2500km with just 1 fouled plug, a broken glove box hinge and a fuel pump that came loose somewhere in Surrey, so that doesn't count.

Some of you will have heard that London member Andy York has had a heart attack followed by surgery. The good news is that all went well and Andy is making

an excellent recovery, but they won't let him wrestle with Traction steering for a while. We send him, and Karin, our best wishes.

Pete Simper

Contact **Pete Simper** for further details of events.

**For more details or information please contact: Pete & Sue Simper on: 01784 559867 after 8pm or london@traction-owners.co.uk**

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## EASTERN

### Drive it Day 2018

Fascinating! Our tour of the Belmont Nursery in Terrington St Clement's, Norfolk. We saw bulbs in temperature controlled stasis to fool them into flower (or not), some very high tech sorting/packing equipment, with a dedicated staff team they made this complex task look very simple. Owner Mark and his family walked us through the nursery process of bulb /flower production, using hydroponics to provide fresh flowers to our supermarkets for 10 months of the year. The tour culminated in stopping off at one of their outdoor growing fields. The strips of intense colour on a gloriously hot sunny day really did take your breath away. A total of six Traction owners attended with a mixed bunch of CCC members making our group almost as colourful as the tulips. Only one very sad report of the day Laurie's Commerciale decide to destruct its inner driveshaft joint only yards away from the field of colour, so a lift home via AA was on the cards.

We all went on from the tour to East Winch Carpenters Arms, simply excellent service and fayre was received on a very busy day, so if ever in the area we strongly recommend you visit.

Jasmin Gagen

**For details or suggestions for future activities contact Jasmin Gagen**

**Tel: 01284 827039**

**eastern@traction-owners.co.uk**

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## NORTH EAST ENGLAND

So at last the weather has turned and summer is in full swing and the Show season has begun and we can give our cars a good airing. Dave Faulkner and David Woods cars were spotted at the NECPWA shows at Kirkley Hall (A Northumberland Agricultural College) and The Old Low Lights Heritage Centre on the North Shields Fish Quay. No pictures I'm afraid but perhaps next year. Dave Faulkner tells me he was in the recent Morpeth Annual Parade but when the heavens opened up everyone scarpered.

I attended the annual South Tyneside Steam Rally at Corbridge where all things motorised or steam driven were on display. As you can see from the picture I was parked next to a mini which had been risen to a an uncomfortably looking great height. Why? "Because I can" I was told. Its roadworthy and next he's fitting a V8 engine. Don't ask!!

Next is the MG Sports Car Club Charity raising Car show on July 1st in my neighbour's garden. Well all right then Lord Allendales 24 bedroom mansion round the corner from us. It's moved from Corbridge Rugby Grounds to Bywell Hall because last year they had 900 cars entered and couldn't cope with the traffic. It's on his land now, as used by the County Show so should be interesting. They raised £17000 for local charities so I hope its a great success.

Oh I've been asked to join in on the Armistice Day Parade in Hexham.

See you all at Newby Hall on the 15th. Lets hope the sun shines!

Graham Handley

**For details of future planned activities contact:**

**Graham Handley**

**Tel: 01661 843493**

**Email: north-east@traction-owners.co.uk**





## WALES

I have now made contact with virtually everyone in the Wales section. By that of course I mean those in the Post Code districts as specified by Royal Mail that they consider Wales! If I have not contacted anyone who would like to be part of our section please let me know.

During the conversations I was able to gauge the feeling of members towards what they would expect from their section:

- The majority would rather have an event that included partners and did something rather than a pub lunch.
- There is a lot of flexibility about holding these events at the weekend or during the week. Most people could do either.
- It was felt that three or four events a year would be ample.
- It is clear that traveling distance is a major issue, and virtually all the people I spoke to would be uneasy about more than 100 to 150 mile round trip. This is completely understandable, and although we are starting with Llandrindod Wells that is mid-Wales, we will need to consider two events in the North and two in the South to try and give everyone a chance.
- A surprising majority offered to help with the organisation of any event

After some consideration it was felt that we will have a lunch time (!) meeting to try to plan out the next six or

12 months. This probably will be held at the Metropole Hotel in Llandrindod Wells some time in July. This has all the facilities we would need and makes Classic Cars welcome.

<https://www.metropole.co.uk/motoring/classic-cars-wales/>

For the reasons described above, it would nice, but not essential for members to attend in their Traction. However modern cars are just as acceptable as we need to agree the way forward. Attendance is what we need!

Some suggestions have already be made and the majority favored a tour of the Elan Valley Reservoir. There are many reasons to visit Elan Valley. Part of the rugged Cambrian Mountains, Elan is a beautiful and unspoilt area made even more compelling by the dams and reservoirs which together create a wonderful, living landscape. The views are stunning and you are never far away from points of interest

<http://www.elanvalley.org.uk/discover>

For more information please contact Julian Pratt

**Julian Pratt**

**Tel: 01974 272888**

**Mobile: 07824313541**

**E Mail: [julianrpratt@gmail.com](mailto:julianrpratt@gmail.com)**

## Your Letters

### WHAT ELSE DO YOU HAVE ON YOUR FRONT LAWN?



David de Saxe's Traction forms the meat in an MGA sandwich

### QUELLE SURPRISE

My neighbour, here in France, went down to the local supermarket for a few bits and was surprised to be met by a rather good looking Traction. Sadly, not available as a 'buy one get one free'. Best wishes to all in the UK.

BOB STREET

Haute Garonne, France



## ORIGINALITY

I have been requested to clarify the criteria for originality in the latest changes to VHI/MOT status and so here they are once more, as set out by FHBVC. I don't think that most of the membership need to have undue anxiety about this change, there are I would suspect only a small number who have modified their cars sufficiently extensively to fall foul of the legislation. I think that if members have any significant modifications to engine/transmission or steering and are uncertain, then at the very least, a conversation with Steve Reed prior to making a V112 declaration, would be prudent. And of course, if you have a modification, whether it be an alternative gearbox, engine, or anything else, you do most certainly need to declare it to your insurer, regardless.

Once again, for clarity, the official criteria are as follows(verbatim)  
The criteria for substantial change

*A vehicle will be considered substantially changed if the technical characteristics of the main components have changed in the previous 30 years, unless the changes fall into specific categories. These main components for vehicles, other than motorcycles<sup>2</sup>, are:*

*Chassis (replacements of the same pattern as the original are not considered a substantial change) or Monocoque bodyshell including any sub-frames (replacements of the same pattern as the original are not considered a substantial change);*

*Axles and running gear – alteration of the type and or method of suspension or steering constitutes a substantial change;*

*Engine – alternative cubic capacities of the same basic engine and alternative original equipment engines are not considered a substantial change. If the number of cylinders in an engine is different from the original, it is likely to be, but not necessarily, the case that the current engine is not alternative original equipment.*

*1 If the type of vehicle is still in production, it is not exempt from periodic testing.*

*2 Further arrangements for motorcycles may be introduced, including if core testing standards are considered further internationally.*

*The following are considered acceptable (not substantial) changes if they fall into these specific categories:*

- *changes that are made to preserve a vehicle, which in all cases must be when original type parts are no longer reasonably available;*
- *changes of a type, that can be demonstrated to have been made when vehicles of the type were in production or in general use (within ten years of the end of production);*
- *in respect of axles and running gear, changes made to improve efficiency, safety or environmental performance;*

I don't really think that clubs such as ours are the real targets of this need for originality, more the hot rod/custom car community. I would however, repeat my view that it is more likely that the first 'incidents' that arise from this changed legislation will be triggered by insurance companies rather than DVLA. In the event of a substantial claim, insurers will inspect cars very thoroughly in the hopes of establishing both unroadworthiness and undeclared modifications and then employ some smart legal eagles to try and wriggle them out of it, probably on the grounds that it should have had an MOT, was not therefore legally roadworthy and is not covered by the insurance. However, it could be argued that this is not significantly different from the previous situation as far as Tractions are concerned.

Editor

## LOST AND FOUND

Dear Bryan,

I am pleased to be able to let all those know, who were at the Surrey Sussex Hampshire Borders Christmas lunch, that the lost ring was recently found behind a radiator, and has been safely returned to Margaritte.

Thanking you - Helen Shelley

## SAD FAREWELL 2

Dear Editor,

Or maybe I should be addressing this correspondence to my fellow Channel Islander Mr Greaves

It was with some disappointment and sadness to read in the May/June edition of Floating Power, the letter from Mr Greaves from Guernsey indicating that the principal reason he was "leaving" the Club was mainly due to "living on an Island with limited technical resources to hand".

I certainly accept that owning a Traction and living in the Channel Islands sometimes is challenging but nothing in my many years of both living in Jersey and owning a Traction has been insurmountable.

I can speak with experience and state categorically that my isolation has never impeded my total enjoyment of my beloved Traction or being unable to overcome the lack of local technical resources.

I do accept that in the past I experienced issues in the technical department, but now I have many friends within the T.O.C. who are always prepared to impart their respective knowledge

I have on numerous occasions telephoned these members for advice and have always been extremely graciously received, Plus the spares king of kings, Chris Treagust, is without any doubt a most pleasant and extremely helpful gentlemen, naturally very much appreciated by the overseas contingent.

Should Mr Greaves have a change of heart (and I certainly hope he does) he can contact me 24/7 for any help or assistance he may require

Furthermore the Channel Islands are an hour away from la belle France, the Country I take my beloved (Traction) for any repairs I cannot personally undertake.

I am more than prepared to supply Mr Greaves with the details of the French Garage near St Malo (the port closest to the Channel Islands) that I use when necessary.

Finally Mr Greaves I assure you your Traction will give you many years of enjoyment if you allow it to do so.

Best Wishes

Brian Follain (Jersey)





## LIGHT 15'S IN FRANCE

Merci Andy !

....for having found for me two round bumpers for my LHD Light 15 1951.

I have re-chromed them this winter and fitted on the car that looks now just as an original Slough Traction !

I was at Magny-Cours for the 50th Anniversary of La TU. (I have met with pleasure Bernie Shaw and Martin Nicholson and some another TOC members).

I send you 2 pictures of my LHD Light 15 side by side with the one of a friend of mine living in Ardeche, a South-African Light 15 1953, RHD, no sunroof, no leather just tissue.

Merci encore ! salutations amicales

Pierre Wattecamp, French TOC member

*This format of Slough bumpers have very sharp ends to them, and I have scraped my shins quite badly on several occasions when squeezing past my own '53 Light 15, usually in too much of a rush! Editor*

## SLOUGH MATTERS

Of interest possibly to all Traction owners is a follow up to my previous information on WOSP Hi-Torque starter motors as a result of personal experience. My Lucas starter decided to enter a period of terminal decline just before the TU Rally in May. Luckily, John Gillard kindly lent me a spare (what a brilliant Club we are in!) so I could still use my Traction. I decided to try out a WOSP unit on my return as they seemed an attractive alternative. I did have a problem fitting it though as it wouldn't go fully home into the bellhousing. Close inspection revealed that one of the heads of the Allen bolts which secure the main motor to what is effectively an adaptor section was fouling on the tapered section of the bellhousing, where there is a corresponding taper in the Lucas unit. I contacted the supplier, AES ([www.autoelectricsupplies.co.uk](http://www.autoelectricsupplies.co.uk)) who asked for photos (have you ever tried to take a photo of the starter socket?). First thing the next morning I received an e mail from AES saying that WOSP were going to modify all future motors by counterboring the bolt holes so the heads don't protrude, and the next day had supplied AES with a starter for me; a very impressive response! AES arranged a swap and the modified one fits fine. In fact fitment is very easy, the WOSP starter is indeed significantly lighter and thus easier to handle, and it's dimensions mean that it can be fitted into even a Legere bodied car without having to raise the rear of the engine, as is the case for removal and fitment of the original motor. Being a pre-engaged design the Hi-Torque starter comes with its own solenoid so you can do away with your old one if desired ( or not worry about getting one if you have a cable operated starter). However, if you want to retain your old solenoid for authenticity, simple instructions and a link wire are supplied. I elected to eliminate mine as it is old and a potential source of problems. I can report that the WOSP starter works well and is supposed to consume less power although I can't verify that easily and obviously I was very pleased with the response from both WOSP and AES when there was a problem. My inconvenience means that you will have no problems!

I've received further data on colours; Andy Burnett reports that the main body of his '49 Light 15 (which many of you will know) is the original Pearl Grey (also known as Gris Clair, AC126) which is still listed and obtainable from several manufacturers and an Australian correspondent, Greg Fienberg tells me that the Rolls Royce Tudor

grey is the closest match he can find for the Sunset Grey used on later Slough cars.

I thought the subject of wiper assemblies was more or less finished until I decided to strip down my wiper spindle gearboxes, thinking they just needed cleaning and re-lubrication. Wrong; the wire rack gradually wears a groove in the alloy housing which makes meshing of the rack with the gear less positive. Both Andy Burnett and John Gillard have confirmed this is a common problem, and as far as I can establish (for small boot cars anyway) the gearboxes are unique to Tractions. They both added that a common fix was to insert a brass shim between the rack and the housing to take up the wear. This worked on one of mine, but the other was too badly worn for this remedy, so Phil Allison filled the groove for me with one of those "magic fillers" that are designed to do this sort of repair. We inserted a shim to protect the filler and it works fine. I hope none of you have to resort to this but the moral of the story is: if you can't remember when the wiper assembly was last serviced, have a look, it's quite easy to get at everything. I am aware in writing this that I've ignored the early cars with wipers above the windscreen, is there anybody who could pass on any useful information?

Greg Fienberg has also pointed out that the rubber grommets which go over the wiper spindles where they pass through the scuttle appear to be available from [vintagecarparts.co.uk](http://vintagecarparts.co.uk) ( go to rubbers and sponge, moulded parts, wiper spindle grommets). Later big boot cars have a different, simpler grommet because (I think) the French changed their wipers to the lower position at about the same time as the introduction of the big boot and modified the scuttle pressing to suit. I feel I'm beginning to sound like an anorak, is there a cure?

As always, please contact me John Moon at [slough@traction-owners.co.uk](mailto:slough@traction-owners.co.uk).



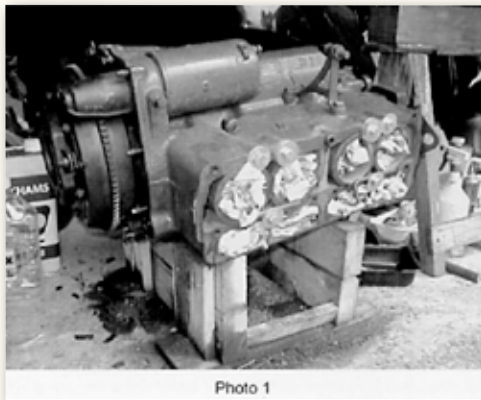
# Engine Overhaul 2

*This is the second part of the article on engine overhaul, commenced in the May/June magazine. Again please note that any prices quoted are now probably out of date. There was also an item produced in the March April FP about pressure testing oil pumps which it may be handy to refer to. (Editor)*

**In the second part of Robin Jones's article he describes the next stage of the engine overhaul of his 1952 Slough-built Light 15. As always with articles of this nature, I ask for comments from other members who have particular expertise in the relevant area. In this case, Roger Williams has made some constructive comments that are shown in italics in square brackets. John Ogborne (editor of original article)**

**Roger also says** *"I would like to preface my comments by saying that the repair/recondition was done under the most adverse of circumstances and a lot of Ingenuity was displayed in getting over problems that would not have presented any problems in a fully equipped workshop. As I am used to working in a fully equipped workshop with comprehensive machining facilities my comments are based on the way I would have tackled the job with those facilities at my disposal."*

The crankcase and pushrod housing was treated to the an engine cleaner / water flush routine but I was then fretting about how to clean the oil ways with no compressed air available. I had protected the openings in the crankpins with small pieces of clean rag. In the end I decided the best I could do was to buy the largest can of W040 type aerosol (the sort with the little plastic tube that connects to the spray head) and flush the entire can through the crankshaft oil ways and main feed pipe in the hope of carrying any swarf or grit out with the pressurised stream of oily stuff. This was duly done and similar treatment given to the oil transfer pipe that goes from the timing chain case to cylinder head. *[If the cleaning was done in the position*



*shown in the photo, the oil passages to the main bearings and the oil feed pipe from the oil pump are below the longitudinal passage being cleaned out and bits of muck loosened in this process have to lodge into these passages. If the muck is not entirely removed but just loosened/softened, then it may be pushed around the*

*engine with the oil when the engine is started. Any damage caused might not be apparent until the next strip down. ]*

The other thing I wanted to do at this stage was to test the output of the oil pump for pressure and the manual goes into great detail about constructing a rig to do this using a modified sump plus electric drill. I asked around the various machine shops who were doing work on the other engine components but no one seemed to have facility to test the pump. at least not reasonably local to London. In the end I came to the conclusion that since nearly every other piece of engine I had examined showed remarkably little evidence of wear the chances are the same would go for the pump so I would re-install it and attempt to find an adaptor which could replace the oil pressure switch when the engine was back in place in order to (temporarily) fit an oil pressure gauge and face the

consequences if it failed at that late stage. (See editors note on oil pressure test rigs)

I eventually reclaimed the barrels and the head and set off with my new engine gasket set in hand. Opinion seemed divided on whether to fit the barrel base seals dry or with joint compound. The manual said to use linseed oil for the original (asbestos!) type of seal. A deep rummage in the box of paint & decorating kit in the loft produced the dregs of an ancient bottle of linseed oil. so I used this together with a little 'copper ease' on the cylindrical section of the mating faces. The barrels went back in fairly easily and I temporarily secured them with short M10 bolts and wide repair washers in the head securing holes (Photo 1). *[The normal wet liner base seals should be fitted dry. The barrels should be .004' proud of the block with the seals in place — I assume that the original liner seals and the replacement ones were of the same thickness.]*

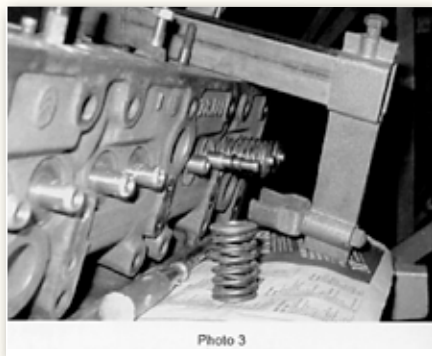
The first task on the head was to fit the new water distribution tube. Up to this stage I hadn't removed the core plug at the rear of the head along the axis of the tube but I confess I had never before in my life had to remove a core plug (perhaps a legacy of owning air cooled vehicles for so many years). They seemed to be one of those things that people with boats and marine engine cursed and went more or less unnoticed to us car drivers. A trawl of the internet plus asking around seemed to lead to 'just dig a large screwdriver through it and lever it out.' I did this. moving up through various grades of screwdriver and cold chisel working first around the edges and then the centre while it stubbornly refused all attempts to move it. Then of course came the eureka moment when I realised that by feeding a long bar right through the head I could tap it out in moments from behind - DOH! I scribed a line along the centres of outlet holes and marked each end on the inside of the new tube. The tube was fed through from the rear ensuring that the holes at all times pointed towards the valve housings above the combustion chambers which was confirmed by the marks I had made on the tube (Photo 2).



Just before the tube was driven to its final position I coated each end with 'sleeve and bush retainer' fluid. I had purchased a new core plug from the machine shop but this proved too loose a fit in the head recess - another call to the TOC spares department! *(I do not believe the water deflection tube is necessary or even a good thing although some people insist it is essential. My reasoning is that the small holes that direct the coolant over the plug are liable to be blocked by detritus that is always in the cooling water. No modern engine has anything like this arrangement and it is assumed that the water pump will push the water around the passages in the head and provide effective cooling.)*

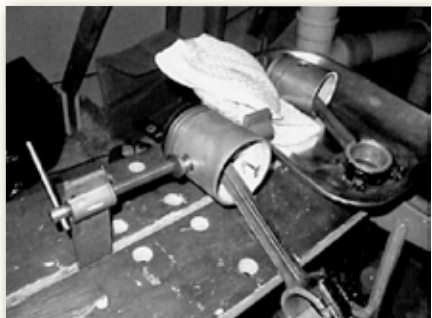
I ground in each valve using coarse followed by fine paste. This was after a delay due to the discovery that in the thirty years since it was last used my valve grinding stick had unaccountably lost all its suction and wouldn't grip the valve head — job stopped for £1.25 worth of kit! There has been some previous correspondence in Floating Power concerning the correct position for the valve stem seals and I had noticed while dismantling that mine were indeed fitted in the (incorrect?) location on the stem underneath the valve





spring retainer cap. This of course is the 'standard' place to put them on most engines. I was still a little dubious, and noticing that in common with most of the parts removed the condition of the old seals was good. I decided to have double valve seals, old ones on the stems, new ones in the recess

under the split collets. The "belt 8. braces' principle in action! [Photo 3). The rest of the cylinder head went back together pleasingly easily compared to the grief on some other parts. The next task was to get the cleaned up pistons refitted to the connecting rods. Obviously the oven would have to come back into play again here but how was I going to get the gudgeon pins re-driven without a bench press? The solution in the end was to strip the forked and from my valve spring compressor which if set to its maximum distance had the capacity to push the pins in (Photo 4). *(There should be a slight interference fit between the gudgeon pin and the piston and fitting is done by*



*slightly heating up the pistons and pushing in the gudgeon pins. I have made small mandrel that fits into the gudgeon pin -actually I have three as there are at least three different sized bores to Traction/ D819 gudgeon pin -and I just push or sometimes lap them home. In a lot of cases it is only necessary*

*to heat up the pistons by holding them in your hand.)* Photo 4 More frantic dashing with red hot roasting tin from the kitchen, up the loft ladder and working quickly before cooling tightened the clearances. One task that would have been simplified by opting for the new piston I cylinder kit was the issue of new circlips for the gudgeon pin retention and new piston rings. The TOC spares had none and my machine shop could not source the equivalent. Eventually after much work on the internet and many phone calls CTA services in Holland were able to supply the clips and Trevor Maddock supplied the rings. The new rings were eased over the



top of the pistons using three equally spaced feeler gauges as 'slide tracks' to get them to the locations of their respective grooves

(Photo 5].

Unfortunately the new circlips were somewhat variable in quality control and some were unusable due to the tangs of

metal "fighting" each other when compressed into the groove and one end sticking out in prime "scoring the cylinder wall" fashion. Reluctantly I reused some of the old clips where necessary.

*[It is surprising that Robin could not find standard 20mm circlips. although they may look slightly different. It is important that they are all the same type to maintain balance.]*

I had now built up all the smaller components and it was time to leave the confines of the loft to install these pieces in the garage. As previously mentioned, having left the crankshaft in place. I had not the clearance to use the specified technique for feeding the pistons in from the bottom. I therefore used a piston ring compressor to clamp the rings into the grooves and a slap with the palm of the hand was sufficient to knock the piston down the bore - or at least it was for No's 1, 2, and 3 (Photo 6). Alter a lot of faffing with No.4, which refused all attempts to get it to fit, I substituted the palm of the hand for a good swing with a rubber mallet, which had the desired effect, got the piston into the bore and immediately produced a seized engine! So jammed was it that I could not get it to come back out again. Photo 6



Eventually a hammer and long bar bearing on the underside of the piston drove it out once more. Observation when attempting to refit the thing showed that it was as soon as the bottom (oil control) ring entered the bore that the problem started. I took this ring off again, fetched one of the original rings and placed both in No.4 bore. The old one had quite a gap whilst the new had zero or even "negative" gap. Much searching for information on what the gap should be, or a means of calculating it yielded no result. One option would have been to strip out another piston ring and measure its gap but I didn't want to do this because I had been tightening up each big end cap as I had been going. I had been forced (reluctantly) to re-use the old nuts and lock tabs as the replacements I had got didn't fit - they must have been for a Citroen army tank as the nuts were at least M12 - and the old lock tabs wouldn't have stood another bending I de-bending session.

*( I am a firm believer in using a high grade locking fluid - Loctite 638 -to secure bolts/nuts on engines and gearboxes. This was not available when Traction's were built. hence the extensive use of lock tabs/washers/etc. By all means use the original lock tabs but make sure that they are not so well used that they could come apart in service — and in addition use Loctite!)*

Another option obviously would have been to have made the gap the same as for the old ring but the new one was tempered steel and the original cast iron, two materials with completely different coefficients of expansion. In the end I filed back the edges of the ring to produce a nominal gap - not as wide as the old but at least some provision for expansion. Another strand to the ongoing disaster was that in the attempt to free the seized piston I had "caught" the big end bearing with the side of the drill bar and peened over a small piece near the joint face — white metal is very soft isn't it! As it was not a part of the bearing that would experience high loading I took the finest file I could find (Swiss Army knife) and gently filed away the lump. With all these parts finally fitted, the engine turned over OK by hand (with a bit more effort needed at the halfway point of piston travel).

To be continued .... ..

# Back on the Road (Just)

*Just as a recap, last Summer, Mike MacDonald's final drive committed suicide, fortunately not too many miles from home. He was able to purchase a reconditioned unit from the stocks of the late Dave Hackett and just before August Bank Holiday 2017 we lifted the offending item out of the car. Damage to the final drive appeared to be mainly to the pinion which was fairly mangled, with only a couple of chips on the teeth of the crown wheel. Alas progress was then thwarted because even though we had a gearbox replacement, we could not source a diaphragm clutch kit, and the repair was thus stalled and eventually, by the time that the missing parts were available, winter had set in and our part of the North West only emerged from the snow and ice just prior to Easter, whereupon we reassembled the engine, clutch and gearbox. This was described in the last issue of FP.*

Now read on:

---

Well, it is a few weeks since we reassembled the engine and gearbox together, and Mike has carried out various good works in the interim, notably a clean up and a coat of paint on the engine and gearbox, plus the cleaning and reassembly of various ancillary bits and pieces, so this episode begins with us with a complete engine/transmission unit ready to be hoisted back into the car.

Mike had also overhauled the fuel pump, but he had noted that the two valves in the overhaul kit were too large and so the old ones were inspected and re-used. A tip from the local garagiste....don't tighten the flange screws without pushing down on the operating lever to tension the diaphragm!

Firstly we fitted the rubber parts of the new engine mounts (the volute springs having been discarded) onto the brackets on the jambons, but left them slightly loose to allow for some adjustment. The rear block mount was discarded, and the cover bolted back into place from the inside of the car. It has to be said that the instructions that come with the metallastic mount kit are vague to say the least, and given the rather steep price charged, something a little clearer would be a welcome addition.

The rubber mount itself is assembled without the uppermost vertical threaded rod that eventually is inserted through the cast bracket on the engine, the principle being that the engine is lowered into place, with the timing chain housing end lower than the gearbox to slot under the battery shelf. Sounds easy when you are just writing it up!! As you can see we used some additional ropes at the gearbox end of the unit to achieve the necessary tilt, which has been described as being similar to a surfacing submarine!

After some pushing and shoving everything was more or less in place. I think that with hindsight, it would have been worth removing the bumper, since the upright on the engine crane grounds onto it just a fraction too soon before everything is in alignment.



With the engine still in its sling from the crane jib, but hovering over the mounts, we screwed the threaded rods in, pushing the lower adjuster nut into place so that the rod was screwed through it and into the top of the mount. It is worth noting that we had decided not to use the original rear block mount and so this simplified the engine location to a degree. Finally the top nut was screwed into place above the bracket, final adjustment and tightening would follow later.





# Back on the Road (Just)

Now with the back end of the engine captured, the crane could be lowered so that the gearbox came into alignment with the drive shafts and the wheels jacked up so that the nuts could be accessed by rotating the flanges.

The studs on the drive flanges had been cropped slightly by the reconditioner, to enable fitting to be simplified and it went on in reasonably straightforward fashion. Whether the stud was quite long enough for the nyloc nuts to bite finally looked a bit borderline...it seemed okay but I think that Mike will be keeping his eye on those when he starts driving.

Now the fun starts.

We realised after fitting the cross member initially, that once in place, the engine pulley couldn't be fitted.

So we took it off again.

Then came the small matter of the Woodruff key which locked the pulley onto its shaft, which couldn't be seen anywhere.

After a serious forensic fingertip search of the premises, a couple of desperate phone calls, and several prayers to the Gods that Mr Woodruff be subject to eternal torment, the problem was solved by Glossop member, Steve Wright, who miraculously had a duplicate. The only snag was that he was 45 minutes drive away and so progress was limited whilst Mike jumped into his car and set off.

Back on track again, we were able to replace the cross member and front support and push the engine crane away to the rear of the garage.

Things seemed to come together reasonably quickly after that. Clutch cable and speedo drive were connected, the latter after a bit of a mix and match of parts at the gearbox drive end. The exhaust was reconnected using new gaskets and with new studs fitted into the manifold (an old one had snapped off during the original disassembly). Gearchange rods were reconnected and the Dynamo was replaced.

An initial adjustment of the gear change lock was made, and the radiator, new hoses, fanbelt, carburettor and all other ancillaries were mounted and connected up.



After the addition of oil to both gearbox and engine, and water, the new fuel pump was primed, the engine was tried and leapt into life, at almost full throttle!

A quick shutdown and inspection revealed that we (I) had connected the linkage 180 degrees out. A few minutes later the engine was running happily on fast idle whilst the various oily components burned off in a haze of blue smoke!

Trying the gears however proved that we were still not home and dry. Were we so far out of adjustment that the clutch wasn't releasing, or had the clutch plate stuck to the flywheel after a several weeks sat idle in a damp garage? Mike retired, somewhat puzzled, to watch the two YouTube videos on the internet, posted by Citroën Classics to show how to adjust the linkage and the transmission lock.

More adjustments released things, the bonnet and radiator shell were refitted, and the car was taken for a triumphant tour of Mobberley. All seemed well, albeit second and top were rather stiff. Mike went for a brew to celebrate, but upon his return later on to put the car away, he could not get any drive at all and it eventually appeared that one of the CV joints had become internally disconnected. Quite how is not clear, but the assembly was repacked with grease and then pushed back into place and all was well again.

All that remains now is to fiddle with the speedo drive, which does not seem to be working, due to the replacement gearbox having an apparently slightly different connector at the gearbox end..

Even disregarding the time elapsed between the three major operations involved, It is surprising how long these operations can take, and it is best not to underestimate timescales, particularly if, as we were, you are heading for a deadline, in our case the National Rally. You will uncover all sorts of other bits and pieces that are best done with the engine removed and if you also factor in time spent looking for new parts, etc. time soon builds up.

These two YouTube videos are well worth watching if you attempt this sort of project:

[https://www.youtube.com/watch?v=\\_CaJNmEFsN0](https://www.youtube.com/watch?v=_CaJNmEFsN0)

<https://www.youtube.com/watch?v=feH7HWaB65I>

Both are by Darrin from Citroën Classics and explain the adjustment process clearly

Thanks also to Pete, who helps Mike with the garden and other odd jobs, and who had the misfortune to be around when we were doing this. Being (slightly) younger than the two of us, he was more adept at some of the contortions required during reassembly. Finally thanks again to Marg for the supply of tea, coffee and lunch.

Bryan Pullan/Mike McDonald

*Apologies for the quality of a couple of the photographs, both taken on an extremely hot bright day from the shade of a garage into which we had poked the nose of the car for some respite from the heat and possible sunburn.*

*Some further information regarding the definition of MOT exempt vehicles here, although by now the May 20th deadline has passed and from what I hear, most owners seem to have had little or no trouble taxing their cars using the new V112 form. Post office counter staff do seem a little at sea with the new requirements and presumably have had little or no briefing, but in spite of what was said prior to the May date, some of you seem to have been able to conduct the process online rather than having to use a post office. The following is a verbatim extract from the latest newsletter.*

Legislation & Fuels Bob Owen

## Roadworthiness

### Definition of MOT Exempt Vehicles

The Federation has received further information which allows us to clarify one area of the information we provided in the last Issue.

The DfT Guidance concentrates of course on the Substantial Change aspects of the exemptions. It is however misleading in its very brief outline of which vehicles are entitled to become Vehicles of Historic Interest (VHIs) if they are not substantially changed. I inadvertently allowed myself to repeat the errors. One of our members however, having his own doubts, has managed, through his MP, to obtain the only official announcement from DfT that I can find as to the actual detail.

I am using that as the basis for what I now understand to be the actual position on all aspects, which is quite complex.

1. Motorcycles, cars and light commercial vehicles built more than forty years ago are all (with the few exceptions listed in the Guidance) entitled to be declared as VHIs and thus exempt from the MOT test.
2. All buses and coaches, whether or not they are in commercial use, built before 1960 are entitled to be declared as VHIs and thus exempt from the MOT test.
3. Buses and coaches not in commercial use built more than forty years ago are entitled to be declared as VHIs and thus exempt from the MOT test.
4. Buses and coaches built more than forty years ago, but in commercial use, are not entitled to exemption from the MOT test.
5. Heavy Goods Vehicles built before 1960 and not in commercial use are entitled to be declared as VHIs and thus exempt from the MOT test so long as they do not travel laden or towing a laden trailer.
6. Heavy Goods Vehicles (HGVs) built after 1960, whether or not they are in the 'historic' taxation class, are not entitled to any exemption from the MOT test.

I realise that some of those of our members who preserve historic HGVs will be disappointed at this outcome. All the Federation can say is that this decision was set out in the DfT's Consultation response and was not thereafter subject to any further influence by the Federation or anyone else.

The concern must be that the 1960 date is not a rolling one and that the age at which preserved HGVs still have to be tested will therefore increase year by year. The Federation will keep this matter under review, particularly with relation to the number of test stations which can carry out this testing, and their geographical locations. The Federation will continue to make the case that the Government should not require that any vehicle be tested unless it is practically able to offer the owner of that vehicle a test within a reasonable geographical distance of the

place the vehicle is usually kept.

### Initial Procedure

The Guidance creates an administrative issue. As set out in paragraph 14 of the Article which appeared in issue 1 (and in the Addendum), declaration as a VHI is to be made at the time of relicensing.

It is deemed by DfT to be administratively too complex to permit the required declaration to be made prior to the re-licensing date. This gives rise to three distinct administrative issues, which in each case could result in the keeper of a legally exempt vehicle apparently being at risk of wrongful enforcement action.

- (a) A pre-1960 vehicle is currently exempt from the MOT. It would appear not to be so from 20 May unless it is also a VHI. But the keeper cannot make a declaration as a VHI until the next re-licensing date,
- (b) A post-1960 vehicle in the 'historic' class will from 20 May be entitled to exemption if it is a VHI, but the existing due date for an MOT test may arise prior to the next re-licensing date for that vehicle, which is the first date for making a declaration as a VHI, and
- (c) As DVLA uses calendar year of manufacture and as the rolling forward of VED exemption occurs only in April of the relevant year, to define eligibility for the 'historic' class, there can be a substantial lag (in some cases of over twelve months) in the DVLA process between a vehicle being forty years old, and therefore entitled to MOT exemption if a VHI, and the date upon which the vehicle qualifies for the 'historic' class, entitling its keeper to make a declaration as a VHI.

Following discussion with a representative of DVSA, a process has been identified whereby the keepers of vehicles qualifying as VHIs, who are under the law entitled to be exempt, will not be obliged to take what would legally be a voluntary MOT test just to escape possible enforcement based upon the DVLA record.

- The DVLA record currently shows every pre-1960 vehicle as being exempt from the MOT.
- The DVLA record will pick up, by reference to the date of first registration, when any vehicle which might qualify (i.e. not an HGV or a bus or coach in commercial use) becomes over 40 years old.
- The record will then show that vehicle as MOT exempt.
- If at the time of next licence renewal a declaration as a VHI is not made, the requirement for an MOT will reappear on the DVLA record.
- The DVLA record is and will continue to be updated bi-monthly to the police.
- The police will therefore treat every vehicle over forty years old as MOT exempt unless and until the record shows it is NOT exempt.

DfT have to date said they do not intend to promulgate the existence of this procedure, but there seems no reason why the Federation should not make our members aware that the keeper of a qualifying vehicle over forty years old is not, from 20 May, at risk of prosecution for failure to take an MOT until the next re-licensing date. However, the Federation would obviously advise that if the keeper of a vehicle considers that he will not be able to make the required declaration that the vehicle is a VHI he ought to have a valid MOT certificate, at the latest before the re-licensing date for the vehicle arises.



Following the Magny Cours weekend, our group of the Traction Universelle Midi-Pyrenees set off back to Toulouse, accompanied by Martin & Annette de Little, Mike & Verna Wilcock and Laurence & Teresa Acher in their respective Tractions.

On the second day, disaster struck. Our good friends Alain & Dominique Barthelme were descending a steep hill in their 1940 Commerciale when, according to Alain: "A front wheel came off and the first I knew was when I saw it roll off down the road!" With quick thinking, Alain drove off the road into a clearing and no injuries ensued. However, it was the end of the journey for their Commerciale. We had already been planning to write something about this interesting car and the unfortunate accident will be touched on by Martin at the end of the article.

I asked Alain & Dominique for a potted history and some photos of their car, so here goes. Alain writes:

**Hello Bob**

***I am going to try to send you a little story of my car. It is a rare 11 Commerciale of the first series, built between 1938 and 1941.***



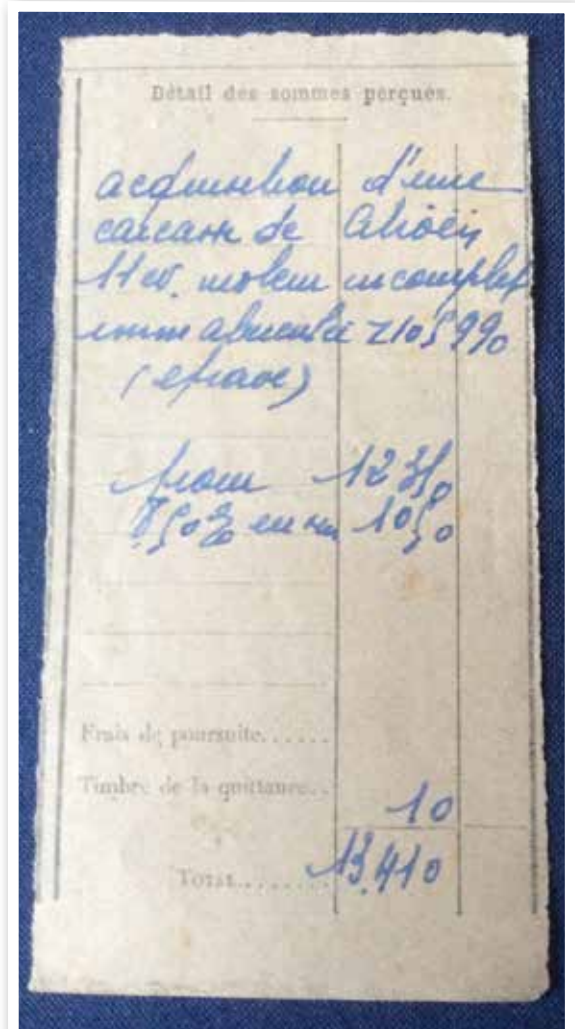
***I bought it in 1976. I am the second civil owner since the end of the Second World War. This car was built in December 1940. It was requisitioned by the German army and you can still see the evidence: big headlights, rear registration plate, German engine plate, grey German army color inside the doors.***



# French History

In 1944 the car was registered by the French army: the number plate was Z105990. After the Second World War, in 1946, the car was sold by the French army and bought by its first civil owner Mr Vouaut who kept it until 1976.

I have changed the absolute minimum to keep it running, so it is still very much the same car that came out of the factory in 1940. It's exciting to think that you are driving a real piece of history. If the seats could only talk!



Under normal circumstances it's a very pleasant car to drive, except if you lose a wheel plus your brakes in heavy rain while driving down a steep hill!

Having studied the photos, it's interesting that the German army plate on the engine says it was overhauled on 24th February 1942 and if you look closely at the raised date on the side of the motor, it looks like the final two characters have been changed from 40 to 42. Why?







*Finally, a little report that the broken shaft was repaired by the oldest member of our local TU club, retired Traction specialist Roger, who still can't resist the lure of the spanners and who celebrated his 84th Birthday with us on the way to Magny Cours*

Alain Barthelme

## **SILENTBLOC QUALITY – appeal for information or feedback.**

As Bernie states in his PP, he was disappointed not to take the 15/6 to Magny Cours due to the failure of the three silentblocs attaching the starter ring to the hub on the crankshaft. Apparently the parts were all new, purchased and fitted last year, but at first sight it appears that the bond between the inner metal component and the polymer element had broken down.

Normally such an experience would almost certainly be considered a one-off example of bad luck but we have since learned that a set of front cradle silentblocs - again on a 6 – also appear to have failed in a similar way. This is possibly a wild coincidence but, **if anybody else has had a similar experience the TOC needs to know so please tell us.**

We must emphasise that, at this stage, there is no suggestion that silentblocs - whatever the application or source - are not generally being manufactured to anything but the correct quality standard. However, if it does appear that there may be a wider problem than just these two recent examples, then the Club needs to be aware of the situation in order to take appropriate steps to avoid the risk of stocking/selling items that may not be fit for purpose. For the record, Bernie's parts were not bought through the Club Spares and he will be discussing his experience directly with the supplier.

*Please contact Bernie if you have any feedback on [president@traction-owners club .co.uk](mailto:president@traction-owners club .co.uk) or ring 01933 74382*

## Torquing up the front hub on a 4 cyl Traction

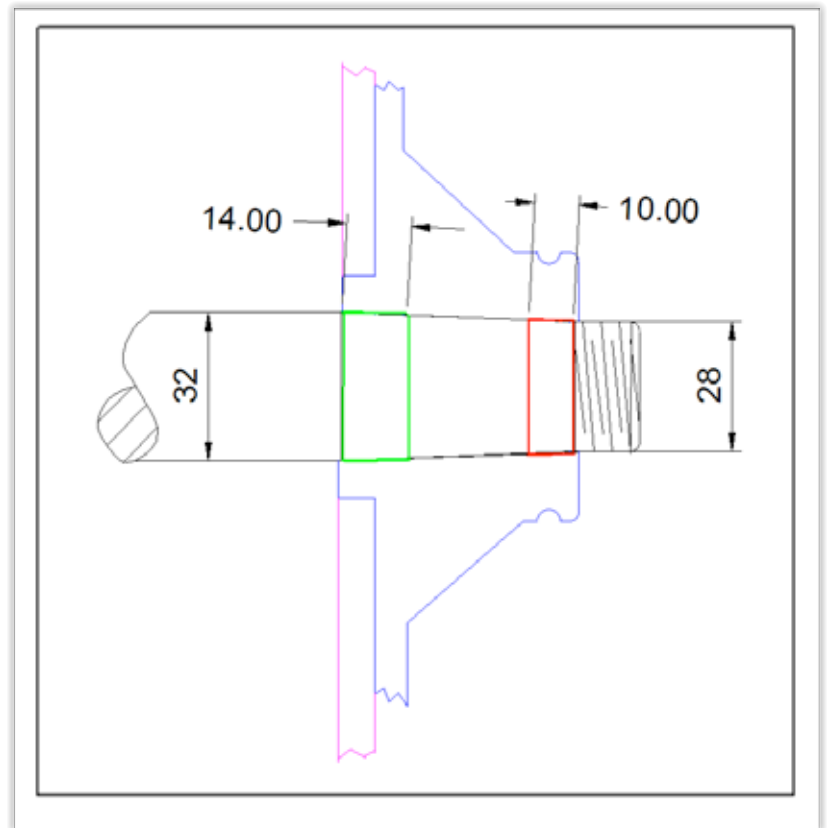
Prompted by an article elsewhere in this edition of FP, your editor has asked me to briefly reprise the theory behind fitting the front hub.

- The hub/drum assembly is made from two discrete ferrous metals.
- The drum is of cast iron with good wear characteristics and fairly brittle.
- The hub is of a steel treated to behave elastically i.e. to stretch and return to its original shape.
- The drum is held onto the hub by the 5x studs.
- While parallel where the ball bearing races run, the outer 52mm of the drive shaft tapers from 32mm diameter to 28 mm diameter.

Within the hole running through the hub there are barely perceptible raised surfaces on the inside and each end of the hub. These are called **lands**.

When the hub/drum unit is slid onto the shaft the **ONLY** points of contact between hub and shaft are (or should be) the lands. They are shown in the simplified drawing as **red**

10mm wide and **green** 14mm wide. It follows that ideas, sometimes shared, about attacking the shaft with a dot punch (ostensibly to gain more friction) should not be necessary.



With both the inside of the hub and the axle spotlessly clean, winding up the large nut on the end of the shaft stretches the hub as it is forced along the axle. Enormous pressure is applied to the two sets of lands and their points of contact with the shaft. The pressure is so intense that, in effect, shaft and hub become as one.

At this point we should give credit to Citroën's engineers for this piece of engineering. 84 years ago they devised an appropriate steel for the hub, calculated the required taper on the shaft and the exact amount of torque that had to be applied. However hard you brake or accelerate it always works. Anyone relying on a length of scaffolding and a heavy foot will always run the risk of the "join" being incorrect and a consequent possibility of the shaft shearing.

When we look at the photographs of the unfortunate French car there appears to be rust where the metal should be shiny. The shaft has sheared towards the outer end. Therefore, it is possible that the hub was not tightened sufficiently for the inner lands to be brought into contact with the shaft. If that were the case, then all drive and braking forces would be focussed on the outer end of the shaft.

### Footnote

The correct torque for the hub is given as 300 Nm or 222 ft-lb. To achieve this you require a 300Nm torque wrench or more. The "Norbar" version at around £87.00 (UK prices) will do the job and is cheaper than a new shaft at £400.00, to say nothing of any other damage to you or others when you are suddenly reduced to 3x wheels.

MdeL



**Drive it Day is intended to get us and our old car out and about. This year it led to me sitting in front of the pc screen watching old Men and Motors footage. The Motors part – honestly.**

Our local TOC group (Surrey, Hants, Sussex) organised a run from a vineyard to a pub, with some lovely Surrey lanes in between. A perfect motoring event - who could turn that down? A fair few Tractions and a 2CV made the trip. Only one Traction was lost in action – nothing to do with the booze.

However, having lost one we gained another. When we got the pub there was a Traction already waiting for us. **Fred Wilkie** wasn't able to join us for the run itself but turned out to say hello.

You'll know that most Tractions are black and the more extrovert of them are maroon or dark green. The occasional blue or Old English white car brightens things up quite a bit but Fred's car was two-tone yellow which rather stood out! In Dulux terminology the wings would be Banana Split and the body Vanilla Sundae although I am not, in any way, trying to suggest that Dulux was involved in the painting of this car.



It turns out this car used to be owned by motoring journalist Chris Goffey. I thought I remembered seeing a film of Mr Goffey driving a black

Traction for Top Gear but after a little googling when I got home I realise that was William Woollard. Further googling revealed Mr Goffey made some programmes for the defunct Men and Motors channel, including a 3-part history of Citroën a large part of which, naturally, is devoted to the Traction Avant. How have I never heard of this before, let alone never seen it?



The programme features an interview with then **Paul de Felice** who was TOC Chairman at the time.

He mentioned the problem of getting replacement panels and that, when the secondhand supply dries up the TOC would start having them made. There are still secondhand panels around but you have to search – and travel – to get them. In anticipation of things getting worse the TOC now has in stock a pair of new front

wings. Fred's two tone ex-Goffey car looks very nice. It seems someone wanted to turn this French car to Slough specification. It would have had cloth trim when it was built but it now has leather seats and door trims. It also has wing-top indicators and aftermarket semaphores. These are not in the accessories catalogue into which I have been periodically dipping although I have seen similar things in photographs, particularly of Danish Tractions. I don't know who made them but CTA Sweden have some that look similar made by a company called Bravo.

The accessories catalogue does offer three version of semaphores indicators – "*Indicateurs de direction – klaxon*". They all fit in the same way as the Lucas type on the Slough cars and would require cutting a slot in the B-pillar which is a neater but bigger job than the Bravo arrangement.

It is interesting that neither the Men and Motors, nor the Top Gear programme used a car that is representative of the majority.

The car that Mr Woollard drove on top gear, MLP 627, is **Peter Simper's** 1951 Normale – one of the very few right hand drive cars to leave the Paris factory. At the end of the piece the screen shows the key numbers for the Traction Avant:

1628cc, 35 bhp, 61 mph, 0-30 mph in 25 seconds, 26 mpg

Well, apart from the fuel consumption, that's a description of the 7C – not at all the hugely more powerful 1911cc car most of us, including Peter, have. The 7C was made

**MARCHÉPIEDS C. A. P.**

Équipement de série: 1000 cc, 12 CV, 100 km/h, 1000 litres de réservoir, 1000 litres de carburant, 1000 litres d'huile.

Type 1017 14 jours 435, €  
Type 1018 1019 et 1020 435, €

Indice 1.7 et 1.1 CV Normale en normale ou forcée  
— 1018 et 1019 — 1911 cc 1911 cc 1911 cc  
— 1020 et 1021 — 1911 cc 1911 cc 1911 cc

**O. L. D.**

Équipement de série: 1000 cc, 12 CV, 100 km/h, 1000 litres de réservoir, 1000 litres de carburant, 1000 litres d'huile.

1911 cc	1911 cc	1911 cc
415, €	445, €	455, €
375, €	385, €	395, €
345, €	375, €	385, €

Télécharger pour être à la disposition de la TOC.

1911 cc 1911 cc 1911 cc  
1911 cc 1911 cc 1911 cc  
1911 cc 1911 cc 1911 cc

**SPEED**

Motocyclette de série: 1000 cc, 12 CV, 100 km/h, 1000 litres de réservoir, 1000 litres de carburant, 1000 litres d'huile.

La série 395, €

1911 cc 1911 cc 1911 cc  
1911 cc 1911 cc 1911 cc  
1911 cc 1911 cc 1911 cc

**"E. T."**

Équipement de série: 1000 cc, 12 CV, 100 km/h, 1000 litres de réservoir, 1000 litres de carburant, 1000 litres d'huile.

1911 cc 1911 cc 1911 cc  
1911 cc 1911 cc 1911 cc  
1911 cc 1911 cc 1911 cc

**"ÉCLAIR"**

Équipement de série: 1000 cc, 12 CV, 100 km/h, 1000 litres de réservoir, 1000 litres de carburant, 1000 litres d'huile.

1911 cc 1911 cc 1911 cc  
1911 cc 1911 cc 1911 cc  
1911 cc 1911 cc 1911 cc

# Bailey's Banter

from 1934 and 1941 and represents about 7% of Traction production.

Chris Goffey mentions the Traction's role in the French resistance. Someone told him that the front wings were designed so that a man could lie on them and aim a rifle. I can't find mention of that in the handbook. Has anyone actually tried that? I'm pretty sure you'd need to have running boards fitted. These were offered in the accessories catalogue too – and if you want to fit some today CTA Sweden have them too! Of course, many people think the Traction already has running boards. *Pressnel suggests that mostly the shooting was done though a smashed out windscreen, but that some cars had a footrest fabricated onto the cill to allow someone to lie along the front wing.* (editor)

The planning of the TOC Welsh rally is complete and I'm looking forward to it. We've told the police we've got 53 cars coming – I wonder if they'd mind if one had a sniper tucked in behind the headlight. It would have to be quite a small person I think.

The 40 years MOT exception is go. Nothing new for the Traction Avants all of which were built before the previous 1960 cut-off date. I am not aware of any accidents involving Tractions that would have been prevented if they had been subject to MOT's. I admit that it's not a very scientific study – in fact not a study at all as I haven't made any such enquiries. But I think I would have heard.

Personally, I think the hue and cry about not MOTing old cars is missing the point. We should be concerned that old cars are on the road which, no matter how well they are maintained, have none of the safety features of more modern cars. Traffic speeds and densities have markedly increased over the last 4 or 5 decades. The driver of an old car needs to make up for the deficiencies of the vehicle's design. My younger son has just passed his driving test – nothing in his training or the test told him to make allowances for older vehicles.

BMW's have been in the news recently as they recall 300,000 cars that have a risk of stalling. What's the fuss about?

My own accident last year was caused by my overreaction realizing the car ahead of me on the M1 was not moving. It had an MOT, as did my car. What the other car didn't have was any brake lights or indicators. What I didn't have was ABS. Or, as it turned out, the skills to control a car without ABS.

The stationary car was not a BMW – it was an old Nissan Micra. Any old car can stall or, as Rolls Royce would say, fail to proceed. It can even happen to a Traction...

A while ago I came across a book called "**Why Citroen**" written by J-P Chassin in 1977. I don't know the origins of this but it is a collection of articles and writings about the

author's experiences of most Citroens up to that date. I believe the author was a member of the Citroen Car Club in America. Copies are available on ebay and it seems it was reprinted in 1983 being re-titled "**How Citroen**".

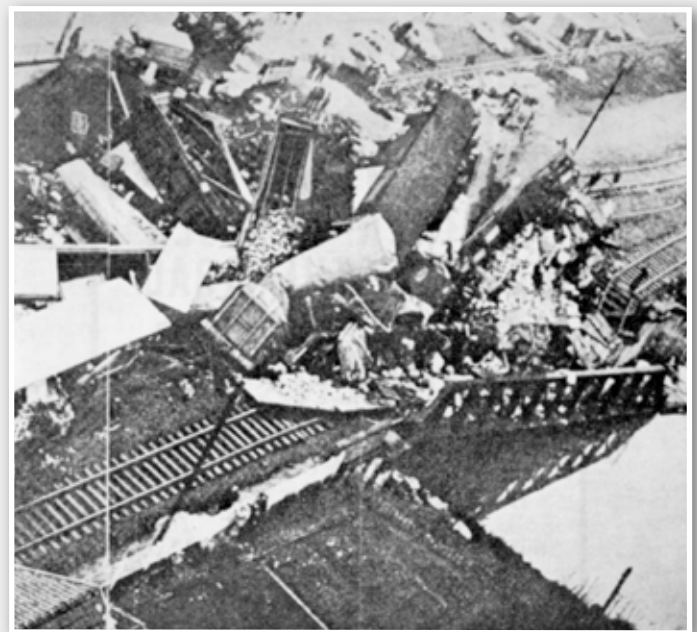
Much of the book is concerned with the ID / DS but there are some articles on the Traction, one of which tells of one that failed to proceed in a very inconvenient place with unfortunate consequences. Read on...

## **The Costliest Trainwreck in History.**

*Gerard Gasson had spent the evening with friends; watching TV and drinking wine (less than half the amount allowable by law, 0.8 grams is the limit, Gerard had 0.3 grams as tested by the*

*police). Two o'clock in the morning he left in his 20 year old Traction Avant with a friend to go back home. One rear tire was bald and one of the front tires was studded.*

*His car stalled on the railroad crossing with two rail sets, completely blocking one set of rails, so he had one chance in two that the oncoming train would miss the car.*



*He ran to the phone and yelled "this is post 110," but he was too late. The BB 15000 with 38 traincars slammed into his car at about 60 mph speed and threw his car 90 feet in the air and 150 feet down the tracks. The locomotive derailed and hit a bridge, which collapsed, and one after another the train cars fell into the Marne-Rijn canal. The engineer and*



*fireman escaped with broken ribs and one had a broken arm.*

*Gerard was arrested and held for 36 hours. He was accused of driving under the influence, driving with bald tires, blocking railroad tracks, bringing injuries to other people, and driving an automobile with defective parts. The fish club of the canal also put in a claim against him for making the canal dirty with beer and packages of soup which the train was carrying.*

*The total damages from the train wreck were 30,000,000 New Francs, which was paid by his insurance company. Gerard paid 5,000 francs fine. He had paid 465 francs for his insurance policy, the cheapest one available in France. Gerard stated that if he had had to pay everything*

*himself, he would need many, many lives to do it.*

*(Reprinted from "TRAKSJON". Translation by Jack Sanders.)*

The article is accompanied by a couple of rather fuzzy pictures which I hope reproduce well enough. One shows what happens to a Traction when you hit it with a train running at 60 mph. The other shows the mess the train ended up in.

Another article relates to the occurrence of front axle failures.



These failures do not occur frequently but when they do the consequence is serious as, essentially, the front wheel falls off, taking the drum with it. That would make the rest of the brakes inoperative although, with the front end digging into the tarmac, I suspect you have all the retardation you would ever need. The article described how to avoid this problem – there have been similar articles in Floating Power. It would be particularly bad if it happened when crossing a railway track. Incidentally, it is unlikely an MOT test would identify this failure was imminent.

Ironically, I started writing this article in the MOT station waiting room whilst my older son's 2006 C2 was tested. Result – a pass with four advisories, three of which I knew about and are of no consequence. The one I didn't expect was a blemish on the rear-view mirror. I knew about the blemish, but not that it would be a cause for concern. If I took my Traction in for an MOT it would fail as the rear-view mirror is much spottier than the C2's.

However, time moves on and I am finishing this piece in a French Chateaux in Normandy. Much more comfortable than an MOT station. Maybe we are making up for missing the Traction Universelle 50th anniversary celebrations in Magny Cours.

There's a report elsewhere but I leave you with a picture of a car for sale at Magny Cours – only the brave need apply. I am indebted to **Martin deLittle** for the photo. This is a very early car with no boot lid – therefore built before October 1935. Maybe its new owner will fix it up so well it will merit a feature in The Automobile, as **Tim Newing's** car recently did.





## Magny Cours

**When Phil and Sue first mentioned to Luke and I the idea of attending a rally with them, well over a year ago we happily agreed without a huge amount of consideration. Although being completely honest I was far more concerned with the prospect of having to fit all my clothes into a hold-all for 12 nights than any thoughts of what the rally might actually entail.**

I have watched Phil work on his new acquisition ever since he brought it home, with layman's interest and a huge amount of respect for his passion, knowledge and undoubtable talent.

goosebumps, it fairly quickly became apparent the real reason for this decision! Although happily, after discovering the various cloths available for the specific purpose of poking into the numerous holes and gaps, this problem didn't last for our entire trip! Wish it had been mentioned Pre A3 though Sue!

So after a smooth crossing over the channel we arrived in France early the following morning to begin our pilgrimage to the Magny Cours Circuit.

It would be fair to assume that being 1 quarter French and



That sunny Tuesday afternoon was the first time I'd seen the car in all her full glory, proudly sitting on the Allison's driveway right alongside her beautiful roadster counterpart, ready to take us to France, and even to a complete self-confessed motorphobe like me, it was impossible not to be jaw droppingly impressed.

Luke and I were assigned the roadster to begin our travels down to Portsmouth. Initially we assumed this was so that any mechanical issues with the 6 could be swiftly dealt with by the pro, however after 20 minutes on the A3 and a draught that made my teeth chatter and gave us both

having spent a large portion of his childhood holidaying in this very country, that my boyfriend's French might be at the very least conversational! But I learned a couple of years back during a birthday trip to Paris that this was very much NOT the case! and with my own schoolgirl French limited to 'croissant', 'Christian Louboutin' and 'j'habit a Londres' (carbs, fashion and cities have always been a theme for me!) we were truly grateful for Luke's papa and his impressive command of the language!

The first thing that struck me was the sheer amount of people that were so delighted to see the cars passing by. We felt like total celebrities as people tooted their horns,



smiled, waved and in one case, nearly fell of their bike in a desperate bid to get a better look!



automatic C Class Mercedes on Britain's motorways! He was consistently calm and drove impeccably. I can't imagine how terrifying it must be to take control of your Dads pride and joy, but he did him (and me) proud!

After a quick night stop en route, and a meet up with some friends of Phil and Sue and fellow members of the TOC, we finally arrived at our destination, the hugely impressive Magny Cours! We were lucky enough to be staying at a hotel within the complex which was suitably racing themed and more than comfortable. But alas, there was no time to rest or take in our surroundings as it was straight off to register for the rally.

Both Luke and I are rally novices and although we've both spent time at various race circuits before, it's always been for race meets or F1, so we genuinely had no idea what to expect.

As we arrived at the rally venue, a large field and barns close to the track, our overwhelming thought was 'wow'! I had never seen so many classic cars of one type in one place before and the sight was more than impressive. It has to be said though that I was equally impressed by the free bottle of souvenir wine in our welcome pack (you can take the girl out of England...!).

The thing I have been asked about more than anything else since returning from this trip (with the exception of how a fashionista managed to pack in a hold-all!) is whether the cars ever break down. I'm happy to report that bar one minor petrol smelling incident (I wish I could be more specific but as previously mentioned, my mechanical knowledge is zero!) which was swiftly dealt with by expert Phil, the cars genuinely ran like a dream. I was incredibly proud of Luke, who by all accounts usually suffers some heightened level of road rage whilst driving his usual





# Magny Cours



As I prefer to speak with candour, this wouldn't be an honest review if I didn't mention at this point that the fleeting thought entered my head (which I possibly vocalised to Luke!) 'what are we actually going to do here for three days?' But I am very happy to report that I was proved completely wrong, and there was plenty to occupy even the most unenthusiastic car enthusiast! Not least the 5 Euro glasses of champagne! (Don't ask, I lost count!)

I may be more than a little biased, but as I am not a blood relative, I think it's ok for me to say that even through novice eyes, Phil's two cars genuinely were the best there! One of the highlights of the three days there was the sheer amount of people who took their time to come and look and to explain in a second language how impressed they were. I guess a love and appreciation of an impeccable motor really does transcend any language barriers!

And so after a day of looking round cars, drinking copious amounts of champagne (me) and beer (Luke) and being introduced to more people than whose names we could ever remember, we headed back to the our hotel to get changed for the evening's entertainment, a barbecue. All credit to the catering staff, it cannot be easy



to cater for that amount of people, but the food was delicious and the company exceptional!

Day two began with breakfast at our hotel, after which we headed down to the venue, piled into the big 6, and along with friends, made the short journey to nearby town Nevers.

Nevers was everything you could ask for from a quaint French town... peaceful, picturesque, and a distinct lack of places to eat if you leave it too late! Nonetheless, we took our time to look around and took some beautiful photos of the lake (maybe

a river, I can never tell the difference!). We then headed back to the venue to grab some lunch and so the guys (the ones who can understand French!) could listen to a talk that was being given.

The evening of our second day was probably the highlight of the whole rally for me. It consisted of a drive around the circuit followed by an incredibly impressive meal overlooking the track. The track drive was a huge buzz! What a sight we must have made to any onlookers. And indeed, numerous amounts of people stood taking photographs as the hundreds of tractions drove by. I love race circuits, and even having had the chance to drive round Silverstone before, nothing compares to the excitement of being part of something so huge and inclusive. Just great fun all round!



Dinner that evening was more than impressive and the caterers surpassed themselves again with a menu that was exquisite. The view from the pits overlooking the track only served to add to the sense of occasion. It really was a special evening.

On the morning of our final day at the rally, Luke and I took a little time out to sample some motoring of a different kind, and let rip on the go-kart track! As is always the case in these situations, Luke beat me hands down, but I still always enjoy at least attempting to give him a run for his money, and our two go's around the track satisfied a little bit of our adrenaline junkie tendencies!

We then spent a relaxing afternoon back at venue, impressed each other (but nobody else!) with our ability to order two chicken burgers in French, and napped in the sunshine in front of the roadster.

I'd love to say that our last night at the rally was the perfect finale to an incredible 3 days, but alas, it was far from it! Through no fault of the organisers, we crammed into the barn for our farewell dinner, wearing our finest outfits (some in full vintage attire, props to Sue and Margaret!) and the heavens metaphorically opened! It was, quite literally, FREEZING! Huddled under borrowed blankets, breath forming smoke, and in a scene reminiscent of the Christmas story, we did our best to put a brave face on and

enjoy ourselves, but I think most of us were pretty relieved when after 2 courses, Phil made the executive decision to call it a night and enjoy some drinks back in the warmth of the hotel instead. We heard the following morning that it had ended up being quite the party. But I can't even remember a time I'd been that cold, and for once I was happy to skip dessert and drink in the warm.

The following morning, we had a much needed lie in, reconvened in the hotel lobby and gradually separated with hearty hugs, continental kisses and goodbyes to head off on our separate journeys. Some back to sunny Angleterre and some, like us to continue our holiday in France. All in all, my overwhelming and remaining impression of this rally, aside from the cars, the mechanics, the food and drink, was one of friendship and companionship. Both Luke and I are eternally grateful for the warmth and welcome that was shown to us from quite literally everyone we met. From both friends of Phil and Sue, and complete strangers, we felt wholeheartedly welcomed into the fold and for that we can't thank you all enough.

We've been asked by many of you if we'll ever come back, and my only answer to that is 'can you buy a roof rack Phil?!'

Paula Thomas



## Radios in Tractions Part 1 – The Pre-War Years

In Car Entertainment in tractions, in my experience, normally involves a long running game of 'What's that noise?'

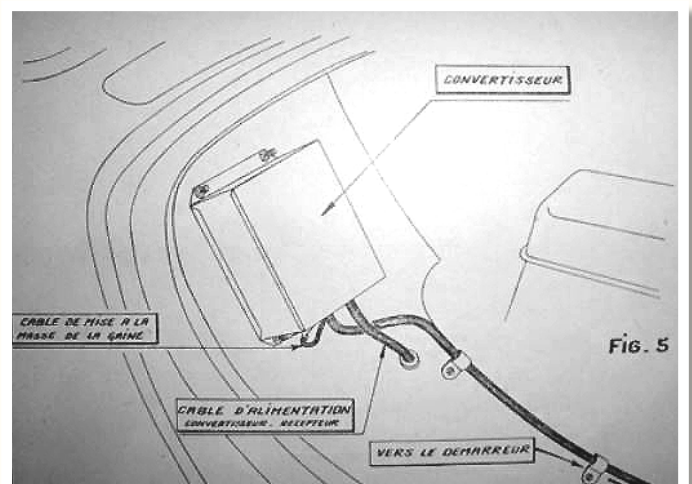
Assuming that it's not your nearest and dearest telling you that you just took a wrong turning or to 'mind that car', it's most likely that you are listening intently to..... well something. Is it the little ends, water pump bearing, tappets or what? The choice is endless and there are no prizes, even if you get it right.

Consequently, listening to the radio is probably not high on the agenda of most tractionists and, even if you try, the overall noise level above 50mph probably makes it next to impossible.

So it is interesting to note that, at the time of its launch at the Paris Salon in 1934, there was a traction carefully displayed cut in two on the Citroen stand fitted with a brand new Citroen logo radio. Not only that but it had a feature that was the precursor of modern anti-theft



designs – it was quickly removable. Operating via the 6 volt battery in the car, it could be pulled out and played in the home using the then normal mains current of 110v. It was an advanced for the day superhet design and even featured automatic level control to prevent the fading of distant stations. Called the Citroen-Mildé Autohome 204 (photo 2), it was a relatively big box, 33cm wide and was mounted on the bulkhead behind the engine. It also required a 'convertisseur' to work in the car, (photo 3). This converted the 6 volts available to the high voltages needed to operate the radio, and, being another big box coupled with the fact that it also made a noise as it vibrated, it was mounted under the bonnet out of the way. The 1950's Philips radio in my traction also has one of these contraptions and you can see why they can't be in the car with you - it makes as much noise as the radio it powers. Interestingly the aerial for the radio was quite





écoutez en musique avec **AUTO-RADIO SNUBBERS** (Philco-Transiton)  
Le seul Poste parfait pour Automobiles, Autobus et Yachts

Vous étonnez et amusez vos passagers, vous agrémentez vos promenades... en faisant de votre voiture un lieu de divertissement, où vous pourrez entendre, en pleine vitesse comme à l'arrêt, n'importe où, n'importe quand et dans n'importe quelle direction, les émissions musicales de tous les postes européens, les nouvelles sportives, etc....

Les personnes non initiées croignent que la musique ne distrait le conducteur: il suffit de remarquer que la conversation distrait davantage puisqu'elle provoque l'attention et la réflexion du conducteur.



**MODÈLE 926**

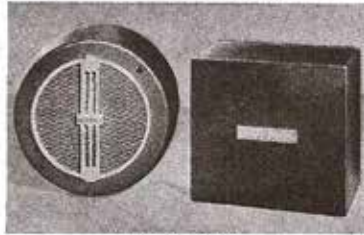
Montage superhétérodyne, 6 lampes spéciales Philco à fonctions multiples, un étage haute fréquence / circuits accordés, détection diode, alimentation haute tension par vibreur indé réglable, Régulateur anti-fading, Diffuseur électrodynamique grand modèle à tonalité réglable.

Prix complet avec ses accessoires : **3.500 Frs**

**MODÈLE 927**

Même présentation que 926. Récepteur de grand luxe, 7 lampes, sensibilité exceptionnelle, l'étage basse fréquence particulièrement étudié et soigné pour le montage en push-pull donnent une reproduction musicale constante et parfaite de toutes les stations. Prise pour haut-parleur supplémentaire.

Prix complet avec ses accessoires : **4.000 Frs**



**MODÈLE 928 K**

Les caractéristiques générales de ce poste sont semblables à celles du 927. L'appareil idéal pour amateur qui recherche une reproduction musicale parfaite, une richesse de tons incomparable. Le grand diffuseur séparé complète parfaitement le relief musical. Spécial pour grosses voitures et autocars.

Prix complet avec ses accessoires : **4.500 Frs**



Immédiatement à la portée de la main, fixé au tableau de bord, votre cadran éclairé par transparence, muni de boutons très maniables, vous allumerez ou vous coupez le contact en roulant.

a complex design and mounted underneath the car – a feature still used today for invisible aerial mounting on classic cars.

Citroen were very proud of the Mildé, claiming it gave 'Incomparable solidity, a quality essential for a radio continuously subjected to bumps and engine vibrations' Whether many were sold is unknown, certainly it would have got quite warm in operation so it could have doubled up as a heater. Definitely very few survive today. Scammers have in the past attempted to sell apparently working models on ebay with bids over €2000 achieved.....but no radio. Gives you an idea of perceived value though. I was only able to find details of one genuine radio available in recent years – but that was really just the bakelite shell, the innards were long gone.

The total cost of the radio including car mounting kit in 1934 was 2525 francs which equates to over €2000 today, so not surprising really that few appear to have been sold when a 7c traction started at 18000 francs equivalent to €15300 now

For technical buffs, details are available on the www. radiomuseum.org website.

The official Citroen pre-war Accessories Catalogue which dates from about 1938 judging by the pilote wheels on the traction on the cover, has one or two car radios on offer. These are obviously Citroen approved but have no double chevron logo and include one delightfully named the 'Auto-Radio Snubbers'. Its attributes now seem blindingly obvious but then caused much waxing lyrical.

# Radios in Tractions

Quote 'You will astonish and amuse your passengers and enhance your journeys – making your car a place of entertainment where you can hear, at speed just as well as stationary, no matter where, no matter when and whichever direction you're going, musical programmes from all European stations...' Rather better than the Radio 2 reception in my C5 just outside Lochwinnoch today then.

These Philco made models all had a large box unit for the speaker and superhet 6 or 7 valve radio, together with what we would call today, a head unit for volume and tuning fixed to the dash board. Pretty cool for 1938 but prices started at 3,500 francs or €1250 now.

The same page in the catalogue shows a rather cheaper Philips radio, going for

a different advertising slant emphasising that you can hear – 'the latest news, stock exchange and commercial information on the road to keep you in good humour' Perhaps music didn't sound so good, but still not cheap at 2600francs (€925).

My overall impression of radios available for tractions before the war in France is that they were solid, well-made units, sold at such relatively high prices that they were inevitably only going to appeal to a minority.

As regards the UK market, it would appear from the researches of Malcolm Bobbitt that there were no bespoke Citroen listed radios for British tractions. Dealers would have fitted what was available if they were asked. Certainly before the war, car radios were very rare in the UK.

However in the late 40's and early 50's this situation changed rapidly and, in both Britain and France, car radios became widely available including some special glove box models for the traction. More in Part 2

Peter Fereday



**L'Auto-Radio PHILIPS**  
COMPLÈTE VOTRE VOITURE

**UN ÉCROU... C'EST TOUT**  
D'une simplicité de fonctionnement extraordinaire, l'auto-radio Philips peut être monté très rapidement sur n'importe quelle voiture sans modification de circuit d'allumage. Petites et grandes ondes. Excellente musicalité. L'Auto-Radio Philips ne consomme pas plus qu'une lampe de phare.

**TARIF**

Poste à haut-parleur incorporé (6 ou 12 volts) livré avec ses accessoires d'installation et bon de montage gratuit. **2.400 Frs**

Poste à haut-parleur séparé (6 ou 12 volts) livré avec ses accessoires d'installation et bon de montage gratuit. **3.000 Frs**

**ANTENNES**

Antenne destinée à être installée sous le châssis de la voiture. **100 Frs**

Antenne télescopique pour montage sur une charnière de portières. **175 Frs**

Antenne télescopique à fixer sur l'avant. **195 Frs**

Port et emballage : 2,30% en sus

**VOICI LE NOUVEAU POSTE PHILIPS**

La solitude est l'ennemie de l'automobiliste. Avec l'auto-radio Philips, l'ennui ne voyage plus jamais avec vous. En "prise directe" avec le monde, vous aurez à volonté, si vous êtes en voyage d'affaires, les dernières nouvelles, les cours de Bourse et les informations commerciales. En excursion, votre auto-radio contribuera à entretenir votre belle humeur. Dans tous les cas, les kilomètres vous sembleront défiler plus vite.

# Citroën Big 6

Kevin Taylor's restoration down under proceeds apace.

## Part 3



Today I started early with the intention of getting the engine out of the car. I tried again to remove the drive shaft but it refused to cooperate so I split the offside drive from the front wheel and it came away easily. I can only guess that the engine needs to be perfectly level for the two drives to separate. Getting the engine out means raising it sufficiently to clear the flywheel/starter ring and luckily the engine hoist was solid enough to do so. After a few choice words it came away easily. I put the wheels back on the car and lowered it to the ground. The front of the body needed to be raised to clear the legs of the engine hoist. After pushing the body back into the garage I could lower the engine to the ground. I had already made a stand (see manual for details) and the engine sat perfectly. I left the hoist attached to make sure it is stable.



When I bought the car I was told that the flywheel/starter ring needed replacing and I was given a replacement. I was disappointed after lowering the engine when I realised that the ring only had two arms supporting it and the third had obviously been sheared off at some time. It would have made starting more difficult and put a lot more stress on the crank, only time will tell.

The starter ring was quickly removed and the two nuts were surprisingly loose. I have continued to strip the engine bay, removing the oil bath filter, electric fuse box and one of the engine mounts. At the moment I am trying to track down a replacement ring gear support and the special tool needed to remove the large castellated nut.

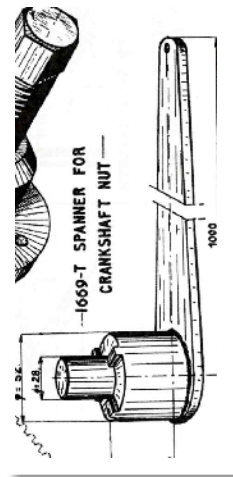




With everything out of the way I can start to clean-up the engine bay and strip the engine.



In order to remove the triax/starter ring support it is necessary to remove the large castellated nut on the crank. I approached my local club 'CCOCA' to see if the special tool was available for loan. I emailed TOC to see if they had a picture with the dimensions. The President of the club kindly sent me the picture from the manual but as you can see it does not fit. The large extension at the front holds the mechanism away from the actual nut and the crank has no more than a dimple at its centre. If I cannot find something suitable it looks like it will be a hammer and cold chisel.



Once the screws have been removed and the retaining tabs it is possible to remove the centre section which is now loose. This gives more room to access the castellated nut and looking at it it has been removed before and bears the scars of being hit I guess with a chisel.

Today I decided to have a go with the hammer and chisel and I was surprised when the nut turned on the first attempt. I've been told that these can work loose hence the locking tabs but I'm guessing this has not been fully tightened whenever it was last removed. The castellated nut will be replaced with a nut that can be torqued up correctly.

In the first report I mentioned that the manifold had broken and it has now been welded. When I first looked at the manifold I thought it was all cast but this half is aluminium based. The broken piece has been repaired, it still needs drilling but looks better already.



# Citroën Big 6

The two outer sections of the flywheel are just a tight fit and easily separated from the crank using a couple of levers. Note that there a series of springs but they did not seem to be under any load. The springs between the two sections appear to be unbroken and hopefully good to be used again.

It's also easier to see the damaged triax and a replacement has now been sourced. I need to replace the three silent blocks and the three bolts which attach to the starter ring and these are available. To remove the triax you need a three legged puller. Having moved house in the last year it took me three attempts to find the tool and took longer to find it than it did to remove the triax. The woodruff key is scored and will be replaced.

The next job is to remove the timing cover and try again to remove the cylinder head. I've tried heating the head and hitting it gingerly but to no avail.

*Good to see that things are moving forwards. I look forwards to hearing more. Always worth trying the forum, incidentally, if you find yourself running out of ideas. Editor*



## Drive it Day

Tractions en route near Stirling in Scotland (right) and at the lunch break at Conder Green in north Lancashire. (far right)



## LANCASTER INSURANCE CLASSIC CAR SHOW

**We have had our entry accepted for the Lancaster Insurance Classic Car Show with Discovery at the NEC in November on the 9th to the 11th.**

We will be in Hall 5, Stand number: 5-755

We are asking again all our members for assistance both as volunteers to put up our stand, help on the stand and/or exhibit their cars.

This is a great opportunity to meet fellow enthusiasts and look round one of the biggest shows of its type in the world! We need volunteers to be part of our duty roster that requires attendance for 4 hours a day, on the stand and a willingness and ability to chat to visitors! In return, you will get an admission ticket and car

parking. If you are on the stand for more than one day there is also a hotel and breakfast allowance. Not bad for 4 hours work!

If you would like your car to be on our stand please send me details and pictures of the car.

Obviously we will need to get a spread of cars of age and type, so if your car is not selected, please do not take this personally!

Please contact me on [nec-classic@traction-owners.co.uk](mailto:nec-classic@traction-owners.co.uk) or 07824 313541 and I can send you details

Regards

Julian Pratt



## IN COMMITTEE - April 2018



Meeting held at Steventon on 29th April.

**Editor** – trying to ensure Floating Power is a good mixture of technical and social articles. All members encouraged to keep sending information to the Editor.

**Spares** – sales up for March & April. A successful stocktake has been carried out.

**Shop** – very few sales since the last meeting. It was agreed to offload old stock at the annual rally by asking people to make a donation. Tony H will take the Club Shop to the Rally as Vanessa & Chris unable to attend.

**Social** – excellent response to this year's annual rally – 54 cars booked on and now operating a waiting list. 2019 still in early discussions re a joint Centenary event with 2CVGB and CCC. There is also the possibility of a small rally in the Midlands area.

**Membership** – currently have 655 members. 12 new members plus 8 rejoiners since last meeting. Renewal letters are going out with the May/June issue of Floating Power. Members must return their forms or email a scanned version to comply with GDPR. Those who fail to do so will need a reminder to ensure the TOC operates within the new laws. The new TOC window sticker will be posted out with membership cards and to all new members in the Welcome Packs.

**Webmaster** – links plus all the Technical articles are being tidied up. The Forum is to be improved making it easier to access plus flagging new postings.

**AOB** – Walter Callens has resigned as the Rest of World Coordinator. Walter & Noella were thanked for all their hard work on behalf of the

TOC. The committee decided it would be useful to have 2 coordinators to offer support in both Europe and Overseas. Details will be included in the August FP.

The Chairman contacted all the Area Reps to discuss their role. Feedback was positive and all areas want to remain as they are and not be responsible for a budget. Where possible, new members will be linked to an area and so contacted by an area rep soon after joining. Julian Pratt is looking to set up a new group in Wales.

The Committee is considering purchasing a set of tools for 6-cylinder Tractions – need more discussion on costs and where to store.

DVLA legislation – Steve Reed is the contact within the TOC. If members have any questions/concerns they can contact the Helpline.

The next committee meeting is on Sunday 19th August in Millbrook.

**The AGM is on Sunday October 7th in Steventon** – a buffet lunch followed by the meeting.

## EVENTS DIARY 2018



This is just a selection of the many events on offer this Summer. For up to date information on events – including all overseas events - please check out the Events Page on the TOC web site. Talk also, to your local Section representative about things happening in your area. [www.traction-owners.co.uk](http://www.traction-owners.co.uk)

<b>2018</b>	
<b>8th July</b>	<b>Classic Car Show, Market Harborough Town Centre:</b> see <a href="http://www.exploreharborough.co.uk">www.exploreharborough.co.uk</a>
<b>12th-15th July</b>	<b>CTAB Brittany Rally.</b> As previously announced, because of the Parc Management's requirements; final numbers were required by Autumn 2017. The Brittany Club (CTAB), have opened a waiting list, in case there are any cancellations. At the time of writing (early February), there were 5 names on the list. There is still no guarantee of an entry. Contact Martin Nicholson for further information. Email <a href="mailto:vicmaric@gmail.com">vicmaric@gmail.com</a> .
<b>29th July</b>	<b>Trewithen Classic Cars and Country Fayre,</b> Trewithen Gardens, Truro, TR2 4DD. Charity Event to raise money for Marie Curie. contact : <a href="mailto:larry@datson.co.uk">larry@datson.co.uk</a> for details.
<b>August</b>	<b>Tracbar Dundee</b> are organising a raid in Australia. It starts in Brisbane and ends a month later in Perth. For more information <a href="http://www.tracbar-dundee.com">www.tracbar-dundee.com</a>
<b>24-26 August</b>	<b>Traction Norwege</b> (the Norwegian Traction club) are holding their Summer-Meeting on the weekend of 24-26 of August. It will be located about 60 km north of Oslo .If anyone wants further details - contact Helge Guldberg - email <a href="mailto:hguldb@online.no">hguldb@online.no</a>
<b>September 15-16th</b>	<b>Manchester Classic Car Show,</b> Event City, The Trafford Centre, Manchester. Probably the largest under cover classic car show North of Birmingham, There will be a TOC stand as in previous years . Exhibitors are sought, please see Bryan Pullan for details.
<b>November 9-11th</b>	<b>Lancaster Insurance Classic Car Show:</b> Probably the country's largest under cover show, at the NEC, Birmingham. Exhibitors will be sought for the TOC stand in due course. See Julian Pratt for details.

# Classified Adverts

## Classified Adverts – Members

Small adverts are free and are for the disposal of vehicles and parts that are their personal property.

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

Adverts may be edited or refused, and the Editor cannot guarantee insertion into any specific issue although every effort will be made to publish in the next issue of Floating Power.

The Editor does not accept liability for printers' or clerical errors although care is taken to avoid mistakes.

'Members' advertisements will be inserted for two issues only. If the advertisement is still required beyond this point, then it must be resubmitted to the Editor. Please notify the Editor if you wish to delete the advertisement prior to this.

Adverts can be emailed to the Editor at the address below. For members sending adverts by post, please check current editor's address on page 3.

## Classified Adverts – Non Members

£20 inc VAT per insertion.

## Trade Display Adverts

From 2015 trade adverts will be available in colour or black & white at 1/4 page only.

Cost of £60 plus VAT per issue.

## Please note

All Cars and Parts for Sale adverts appear on the TOC website approximately one week after Floating Power is posted to members.

Please email adverts to:  
[editor@traction-owners.co.uk](mailto:editor@traction-owners.co.uk)



## CARS FOR SALE

**FOR SALE: 1949 Citroën Light 15, Black.** Underneath, the car is very dry and solid. Interior: Real wine leather seats in good condition  
Location of car: Cornwall  
Stored: in a garage at home.  
Private Number Plate: ERD360

The car would be sold with a spare grill, spare hub caps and various other parts. We also have the original handbook from 1949 and repair manual which can be sold separately.

The front badge bar and badges will not be included in the sell.

**This car belonged to my father and TOC member, the late Brian Watson. If someone is interested in the L15 and wishes to discuss further, its best to contact me on: 07874341426 or email: [MK.watson@hotmail.co.uk](mailto:MK.watson@hotmail.co.uk) for more details.**



**FOR SALE: Slough built Light 15. 1952.** Excellent condition. Have just been on rally to France and ran very well, cruising at 60 mph. New tyres, LED lights, brakes serviced, and lots of other goodies.  
**Come and see it. £15,950- Tel. 01752 880122. (Devon) [richarddupont@btinternet.com](mailto:richarddupont@btinternet.com) or [torrcroft@gmail.com](mailto:torrcroft@gmail.com)**



**FOR SALE: my Traction Avant Big 15 (15/6),**  
A very rare 1954 Paris built two carburetor car, in good condition. Has lots of other goodies: Quillery steering wheel, Fulgor Hypersonic air horns, transformer to turn 12V under



passenger seat, self jacking system (manual), courtesy windows, radio, etc.  
**Reason for sale: being over eighty years old. Price £ 32,500**  
**Wim Bloemendaal, Kromme Englaan 8, 1404BX, Bussum, Netherlands**  
**Contact: [wrotter@hetnet.nl](mailto:wrotter@hetnet.nl)**

## FOR SALE: For Sale RWD Citroën - Partially restored LHD 5HP Cloverleaf for sale

On behalf of Jackie Hackett I am advertising one of Dave's projects. Having owned the car for some years Dave recently spent a lot of time (and pennies) on what was to be a full restoration of the vehicle. Sadly, having stripped the car and completed a great deal of the necessary work he was not able to fully finish it.

The engine does need to be reassembled but the components have been professionally remanufactured with new bearings to suit the re-ground crank (there is an invoice detailing the extensive machining work).

In addition, all the panels have been beautifully re-finished. The main body is green and the wings, side-skirts, wheels etc. are black. The majority of the brightwork – including headlamp reflectors - has been re-plated and the radiator re-cored. A set of tyres, and eventually a new hood, will be required. Fortunately the old hood is complete to serve as a pattern. The seats are currently with a trimmer awaiting instruction to proceed or return them and there is still some work to do on the chassis and transmission. Nevertheless, from my experience with my own 5HP the latter is unlikely to be too onerous. We have collated all the parts and I believe it is at least 95% complete and am confident that the few items that have not yet come to light should not be difficult to source. All this means the next owner will acquire more of a construction kit than be faced with a full restoration project. I have a lot of photographs which I shall be happy to make available to anybody interested in this lovely little car and I shall do my best to answer any questions. The asking price of £5000 clearly falls far short of the outlay on the work completed to-date but is aimed to allow somebody who will cherish it to purchase the car and complete the rebuild within the current market price for that of a restored example.

Please address all enquiries to me in the first place. Bernie Shaw.  
Tel: 01933 274382,  
e-mail: [president@traction-owners.co.uk](mailto:president@traction-owners.co.uk)  
[president@traction-owners.co.uk](mailto:president@traction-owners.co.uk)



**FOR SALE: LHD 1955 11BL 6v**

Complete refurb. Bare metal respray, new red leather upholstery, new head lining, wiring loom, chrome. Recent new clutch, coil and distributor. Runs well. Arthritis forces sale. Offers.

Contact **Tim Pickard 07816 788294** (Yorkshire)

## PARTS FOR SALE

**FOR SALE:** Tyres - 165SR400, 185SR400 Michelin X Radial for Post War cars. 130/140X40 and 150/160X40 Michelin SCSS for early cars. Official Michelin Distributors for the UK. Mention you are a **TOC** member. We also balance Traction wheels for free. [www.longstone.com](http://www.longstone.com)  
Tel: 01302 711123  
Email: [sales@longstonetyres.co.uk](mailto:sales@longstonetyres.co.uk)

**FOR SALE:**

2 Front Wings for a Normale.

2 New hand made Front Wings Left/Right, Primed and ready to paint to your required colour match.

Total Price £900 for both, including postage to UK.

Contact **Davy Selfridge Mobile 07729518992** or

Email: [davidselfridge52@icloud.com](mailto:davidselfridge52@icloud.com)

Photos can be provided after fabrication & before Primer

**Davy**



**FOR SALE:**

For traction Avant 165x400 size.

x2 Michelin tyres brand new from club spares £100 each.(never fitted.)

x2 inner tubes for the above brand new.(£15 each)(never fitted)

**Bob Wall**

**3 Woodlands Way, Billingshurst, West Sussex, RH14 9TB**

email: [Bob-wall@tesco.net](mailto:Bob-wall@tesco.net)

tel: 01403782174

**FOR SALE:**

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" 12 " 3. 4. 5. 6.

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" 25 " 2.

" 26 " 3.

**All for £30, buyer collects.**

**Derek Fisher 01225864570**

Email: [d.e.j.fisher@gmail.com](mailto:d.e.j.fisher@gmail.com)

**FOR SALE:**

Stainless steel exhaust system for Light 15. Perfect condition, complete system from manifold back. **£100. Please ring Adrian 07860 - 667 807 Nr Ipswich.**

**FOR SALE:**

Two traction gearboxes. (1) very early (pre may, 1935).casing stamp 500529, type with 4 bolt fixing for layshaft front cover, caged rear bearing for mainshaft, different synchro and clutch splines, etc, 8x31 final drive. and (2) standard gearbox, casing stamped 7-4-54, 9x31 cwp. Both sound casings and lids, no chipped or broken teeth, good synchros, tight 2nd gear and reverse gear clusters, both cleaned and resprayed, BUT - both have noticeable wear on the crownwheels, hence priced at 275 pounds each. **Phone Andy on 01339 886290 (Aberdeenshire) Delivery possible to (CCC) Wetherby Rally if required**

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1x 11BL/LT15  
No play in UJ's £15 plus postage

**Heller 1.24 Big 6 Model Kit unmade. £10 plus postage.**

**Martin Vickerstaff 01209 821979 (Cornwall)**

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**James Geddes 07783 259874**

[james.geddes62@tiscali.co.uk](mailto:james.geddes62@tiscali.co.uk)

**Traction bodywork and paintwork.** Club member. Hull area.

**Steve Thompson 01964 533433**

[stevethompsonmotors@rocketmail.com](mailto:stevethompsonmotors@rocketmail.com)

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[shop@traction-owners.co.uk](mailto:shop@traction-owners.co.uk)

or ring **01243 511 3780**

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## 01243 5113780

**Chris Treagust,**  
**98 First Avenue, Batchmere,**  
**Chichester, W Sussex, PO20 7LQ.**  
**Email: [chris.treagust@tesco.net](mailto:chris.treagust@tesco.net)**

**Please note, a full spares list  
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